

# THE UNITED STATES *Miller*

SEVENTEENTH YEAR, No. 10.

MILWAUKEE, OCTOBER, 1892.

\$1.00 per Year. 10c. per Copy.

1892.

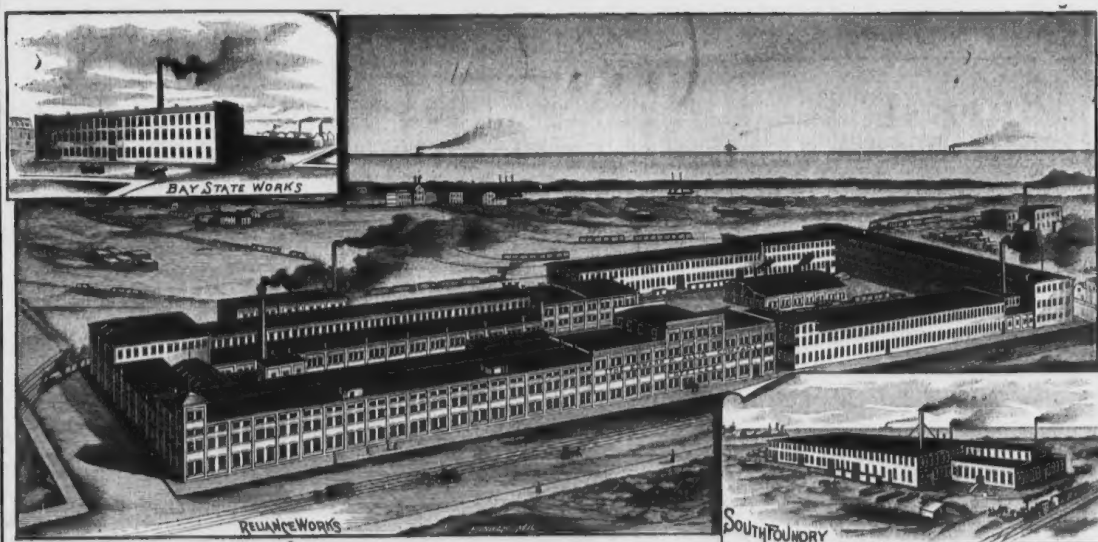
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In a short time we will be prepared to place before millers, some new features in

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**W**E will also make a special feature of ROLLER MILLS from 30 to 50 barrels capacity, which will be sold at liberal prices. Catalogue of same is now ready for distribution. Don't delay writing us.

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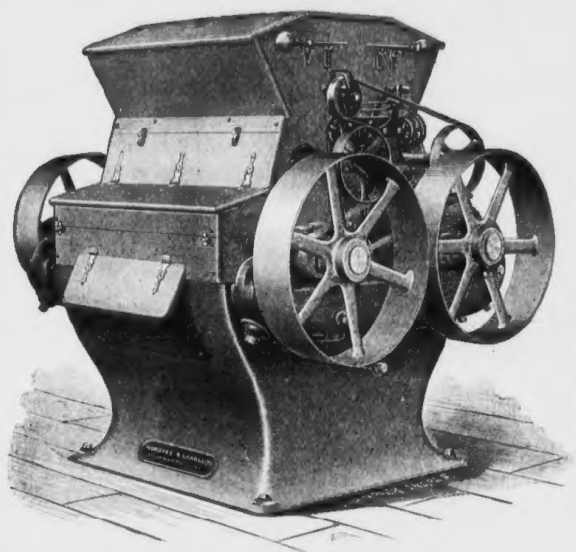
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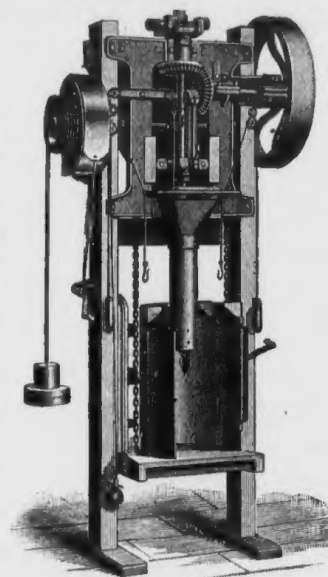
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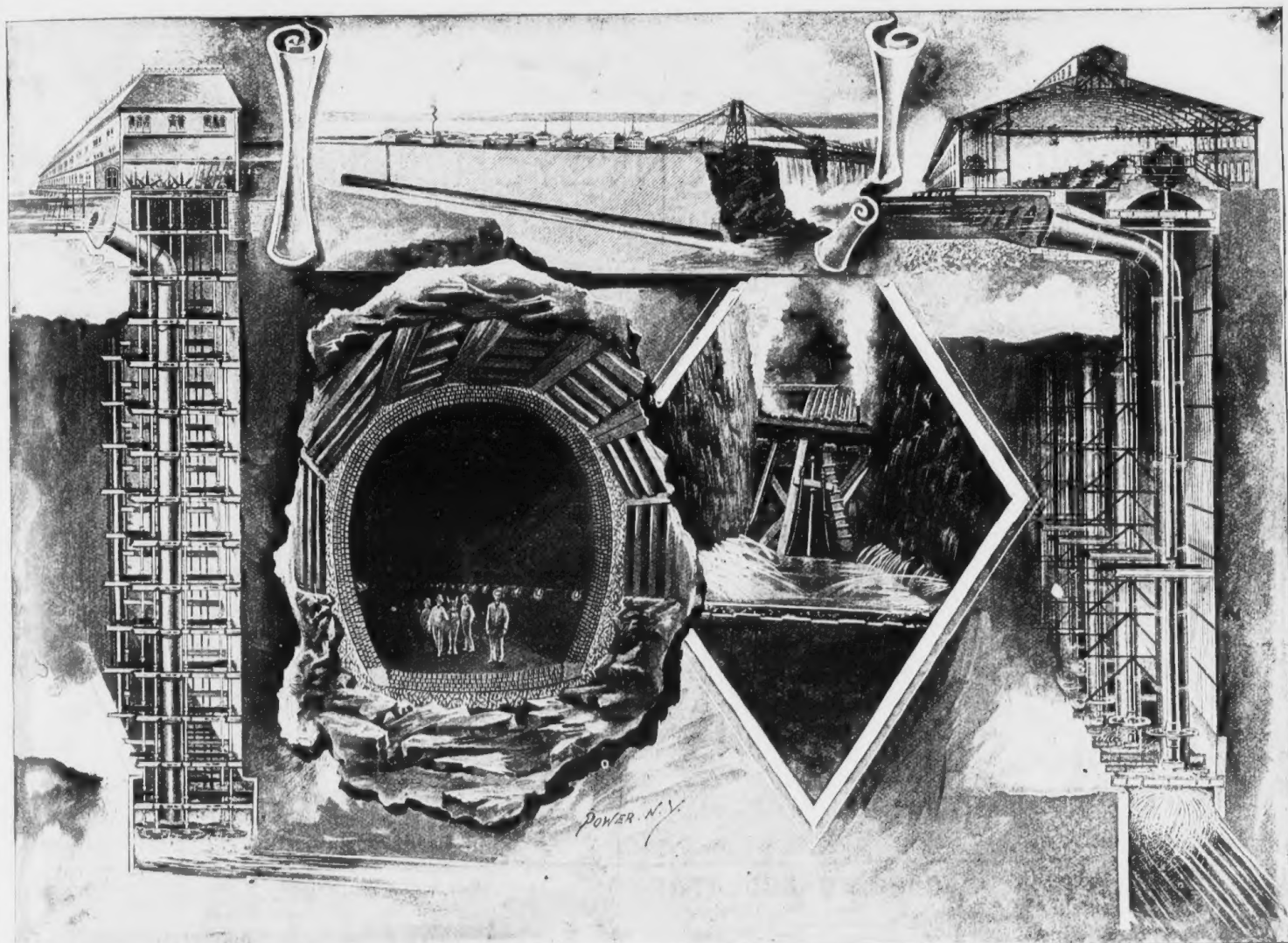
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THE  
UNITED STATES  
*Miller*

SEVENTEENTH YEAR, No. 10.

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THE GREAT TUNNEL FOR UTILIZING A PART OF THE WATER POWER OF NIAGARA FALLS.

**THE GREAT TUNNEL AT NIAGARA.**

THE feasibility of developing the heretofore little utilized but enormous power of the water in its rapid course toward the great falls has been to an extent demonstrated by the work accomplished by the Niagara Falls Power company, though the proportion of the total power which will be used in connection with present preparations is so small a fraction of the whole available power that it is not expected to

make a perceptible difference in the flow over the falls. According to the census of 1880, the steam and water horse-power employed in the manufactures carried on in the United States was 3,410,837 of which 2,185,458 was steam power and 1,225,379 water power. The estimated total power of the falls has been, by the most conservative, placed at several million horse-power, at least double that of the total combined steam and water

power at present employed in the United States.

The central feature of the work accomplished and which forms the subject of the accompanying illustrations, is the great tunnel, 7,600 feet long, forming the tail race, starting from the river at just above the water level, below the falls and running under the village of Niagara, at a depth of 200 feet below the surface of the ground, the upper end of the tunnel being beneath a

large tract of land, owned by the Company, adjacent to the river bank above the village. The tunnel has somewhat of a horseshoe shape, being 19 feet wide by 21 feet high inside of the brickwork with which it is lined throughout. It was, at first, intended to allow the rock, through which it passed to form the wall of the tunnel but it was found necessary, from the nature of the rock and the amount of water encountered, to line it with brick.



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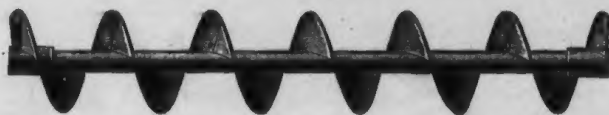
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[Revised Edition for 1890.]



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**UNITED STATES MILLER,**

MILWAUKEE, WIS.

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This has been done in the manner shown in the engraving, the lining being 16 inches in thickness and requiring about 15,000,000 bricks. The space between the brickwork and the rock was filled with broken stone, and cement, the supporting timbers being built in as shown. The lining has reduced the capacity of the tunnel from 120,000 horse power at first contemplated, to about 100,000 horse-power. It has a cross-sectional area of 365 square feet for its entire length. Its grade is about one foot in 150 and there is a difference of about 200 feet in the level of the water in the canal and the tunnel discharge, about 140 feet of which will be available as working head for the turbines.

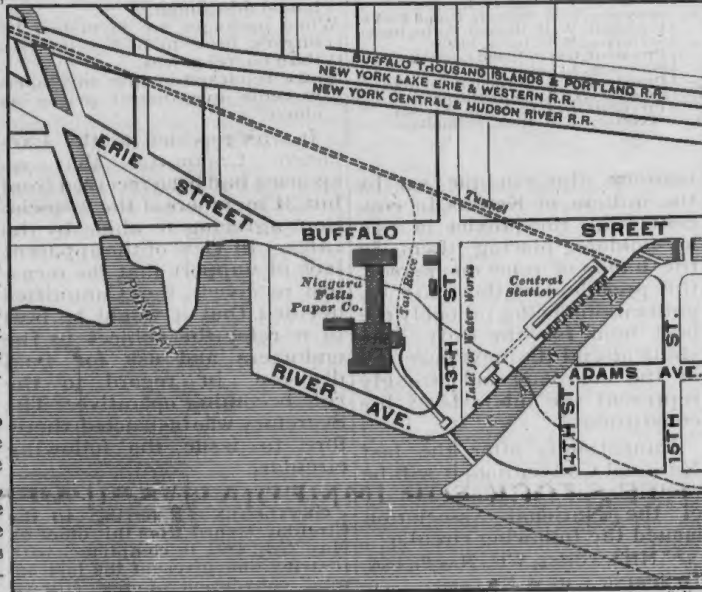
To the manufacturer who locates at Niagara, two methods of procuring power are available. He may either put in his own wheel-pit, penstock and wheels, and discharge the water into the tunnel as a tail-race, or he may equip his factory with electric motors and obtain his current from the immense power house which the Company will construct and operate.

The first establishment to put in an installation upon the first mentioned plan will be the Niagara Falls Paper Co., who are building what will be the largest paper mill in the world, it will be situated as shown on the map, upon reclaimed land at the river side. The water taken from the canal as shown, will be delivered through a single penstock upon six turbines and discharged through a supplementary tunnel, some 800 feet in length, to the main tunnel. From each turbine a vertical shaft extends to the mill above, connecting, through bevel gears, with the pulp-grinding and other machines and shafting. A general idea of the arrangement is shown at the left of the large engraving.

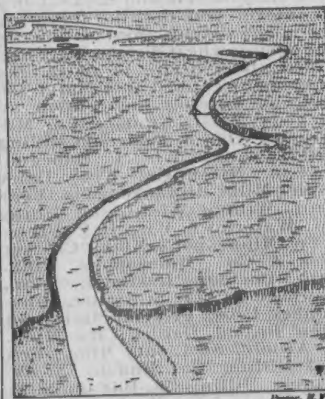
This method of utilizing the power of Niagara will be practicable only for industries of considerable magnitude. For the smaller manufacturer the electric motor, supplied with cheap current from the large power house, where it can be most economically generated, will doubtless be the less costly arrangement. To meet this demand the Niagara Falls Power Co., are putting in a station at the location shown on the map. Here will be installed, primarily, two turbines of 5,000 horse-power each. The vertical shaft of the turbines will carry at their tops the armatures of two multipolar dynamos, to utilize the capacity of the wheel. The weight of the bearings is supported by the pressure of the water under the running head.

This station is so designed that it can be extended to an ultimate capacity of 50,000 horse-power. The projected arrangement is shown in general at the right in the large engraving. The wheel-pit is 150 feet in length and 18 feet in width; the difficulties encountered from in-rushing water are suggested in one of the panels of the engraving, which is reproduced from a photograph. The construction of a coffer-dam and the continual operation of powerful pumps were found necessary to the prosecution of the work.

stallments will be ready to start before Spring. This tunnel will develop one of the most remarkable powers in the world, and it is prophesied that the country between Buffalo and the Falls will, in time, become one of the largest manufacturing centers ever known. The September number of *Power*, to the publishers of which we are indebted for the use of accompanying illustration and the substance of this article, concludes its description with "A bit of Niagara's very ancient history," including the following:



CANAL AND FACTORIES AT HEAD OF TUNNEL.



BIRD'S-EYE VIEW OF NIAGARA GORGE.



SECTION OF NIAGARA FALLS.

Referring to the map, the positions of that portion of the canal now in progress and the main tunnel are indicated. The canal will be extended along Buffalo street or Adams avenue as shall appear most desirable when the character and location of the industries, which will use it, shall have been determined, the tunnel being extended accordingly. The dotted line indicates the original shore line, which will be extended to the shore lines shown. Although the main tunnel is practically complete and ready for thy water, none of the power in-

"At first Lake Erie discharged across the divide where the city of Fort Wayne now stands, running into the Wabash River, and thence into the Ohio and Mississippi. The channel of this discharge and the elevated shore lines of that time are well preserved. In course of time the ice, which had filled the Ontario basin, retreated northward, exposed a lower outlet in western New York, in the neighborhood of Oneida Lake, and the waters of the great lakes emptied into the Mohawk, where Rome is now, and thence into the Hudson. This change lowered the surface of Ontario some 550 feet, thereby separating it from Lake Erie and gave rise to Niagara River. Ontario is now about 300 feet lower than Erie, but the land between them is an almost level

plain until near Lake Ontario, where there is a bluff, shown at the bottom of the bird's-eye view. On this bluff, about where Lewiston now stands, Niagara Falls first "set up in business," on a small scale, an unknown number of years ago."

## AMERICAN CONTROL.

It is said that America controls the price of bread of the world. If that is true there is a screw loose somewhere in the controlling machine or it would not be set to feed out the bread at a rate so much faster than the world is able to absorb it. If America controls it now, then America has controlled it a long time, for the same general conditions prevail every year, that Europe is short of wheat and that America is long of it. When we hug our production as we did in 1888, and a year or so since, the world outside scrapes its bins and is able to pull through pretty well after a fashion, or until we are let down at a tremendous loss. We controlled the bread of the world last year and held back our wheat until the holding nearly broke every one engaged in it. Our control of the situation was so very sure, that in fear of its taking a chronic form and that we might hold on until the rest of the world would get very hungry all Europe came in and took so much that her bread brokers lost the half of their capital employed. The rest of the earth held for a rise and got it in a decline of 25 per cent, and larger stocks carried over than usual, to be peddled just as the new crop is seeking an outlet. It is said that all that is lacking with us is confidence. Experience teaches that we sometimes lack buyers. It must be that buyers are no more plentiful now, or we would not have a visible supply piled up that was never equaled but once in October. Then No. 1 northern wheat sold on the floor of the Chamber of Commerce at 67 cents against 72 cents now, or 5 cents a bushel cheaper than this year.

At that time it was agreed that America controlled the situation and that all there was to prevent a rise was that Chicago had 5,000,000 bushels of old wheat, and Milwaukee had 3,000,000 bushels of old wheat and Minneapolis had old wheat that was not salable to millers at the price new would bring.

So it was seriously proposed to advance the price of the new crop by making the old undeliverable on contracts. It was admitted that the old was worth all it was selling for but that there was no justice in making the owners of the new suffer, because the owners of the old had been so imprudent as to have any.—*Market Record*.



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## Associations.

## MILLERS NATIONAL ASSOCIATION.

THE Executive Committee of the Millers' National Association met in Chicago on Sept. 21st. We are informed that there were no new developments in regard to the several patent suits which the association now has in hand, and that but one new patent case was called to the attention of the committee. A party by the name of S. M. Brua, of Lancaster, Penn., has an old process patent covering the gradual reduction and finishing of wheat, as now done by rollers. This patent was obtained in 1878, and although frequent attempts have been made to secure attention to it on the part of the patentee, no one has heretofore had the nerve or means to join him and push his claims. It is reported that some New York capitalists have now taken up the matter, retained legal talent, who propose to push these claims for all they are worth. Notice has been served upon some millers in Pennsylvania, that suits would be commenced at an early date, and it is expected there will be one or two cases demanding the attention of the Millers' National Association.

The Executive Committee's attention was called to the fact, that a re-issue of the Haggenmacher Plansifter patents has recently been taken out in this country, and that trouble in regard to machines of this nature may follow the threats that are now current.

Among the communications presented to the committee, was one from the Kansas State Millers' Association, in relation to its action as to the Millers' National Insurance Company. The Executive Committee decided to advise all members of the National Association to follow, through their state organ-

izations, the example set by the millers of Kansas in concentrating the proxies of policy-holders, placing them in the hands of some one person, the president of the state organizations being probably the best man for the duty, who shall attend the next meeting of the company and strongly represent the interests of his constituents.

Immediately after the last National Convention, it will be remembered that the Secretary of the National Association issued the following circular:

MILWAUKEE, Wis., May 27, 1892.  
TO SPRING WHEAT MILLERS:

At the Annual Convention of the Millers' National Association, held at Chicago, May 24, 1892, the matter of the agreement entered into March 1, 1891, by seventy-one spring wheat millers, to prevent injurious competition, by selling sack flour at a loss, was brought up for discussion, and the secretary was instructed to communicate with spring wheat millers (members of this association), presenting to them a circular, stating the agreement which has been heretofore in force, asking them to renew their pledge, and inviting those who have not heretofore indorsed the measure to do so. If you feel inclined to affix your signature to this agreement, and thus lend your aid in the effort that is being made to regulate the matter, please return the enclosed blank to me at an early date, in order that I may report your name as added to the list of signers.

The agreement signed in 1880 has saved millers many thousands of dollars, and a renewal of the same will doubtless prove of great benefit.

Respectfully,

FRANK BARRY, Secretary.

We, the undersigned, agree that on and after June 1, 1892, we will make the following differences in our prices between barrels, half barrels and sacks, and will not deviate from the same under any circumstances. We also agree to make sales of flour, unless otherwise specified at time of sale, based on lake and rail rates during navigation, and on cheapest route after close. If shipment is changed to specified route at request of buyer, to allow only the lowest rate, and if order is part sacks and barrels, necessitating shipping all rail, to allow only the lowest rate of freight.

If sacks are re-sacked in jute sacks, to charge, in all cases, 10 cents per barrel, extra. If buyers request shipments of sacks, lake and rail, without covering, the buyer must take all risks of damage to sacks and light weights of flour caused by such damage.

Between barrels and 140-pound jute sacks, not exceeding 20 cents less per barrel.

Between barrels and 98-pound cotton or jute sacks, not exceeding 20 cents less per barrel.

Between barrels and 49 pounds cotton or jute sacks, not exceeding 10 cents less per barrel.

Between barrels and 49 pound paper sacks, not exceeding 20 cents per barrel.

Between barrel and 24½ pound cotton sacks, not less than barrel prices. Half-barrels, 30 cents per barrel additional.

When packages are furnished by buyers, price to be 30 cents less than barrel prices.

Sacks repacked in jute envelopes, 10 cents over barrel prices as above.

It was reported to the Executive Committee that responses had been received from but 24 members of the Association, agreeing to abide by the rules. In view of the apparent lack of support that the measure received, the Committee decided that it would be best to re-refer the subject to the endorsers and ask for final decision in regard to the rule becoming operative. The Secretary was instructed, therefore, to issue the following circular.

MILWAUKEE, Wis., Sept. 29, 1892.

GENTLEMEN—Referring to the Circular issued from this office on May 27th, 1892, in compliance with instructions given at the last annual convention of the Millers' National Association, relative to difference in prices between Barrels, Half-barrels and Sacks, I beg to inform you that the following members of this Association, in the spring wheat district, have signified their desire to renew the agreement entered into March 1st, 1891, by signing the coupon attached: Faist, Kraus & Co., Milwaukee, Wis.; E. Sanderson Milling Co., Milwaukee, Wis.; C. Manegold & Son, Milwaukee, Wis.; Daisy Roller Mills, Milwaukee, Wis.; Voak Bros., Wilmet, Wis.; Globe Milling Co., Watertown, Wis.; H. F. Brown & Co., Minneapolis, Minn.; Crocker, Fisk & Co., Minneapolis, Minn.; Otto Doeblner, Hastings, Minn.; Florence Mill Co., Stillwater, Minn.; Conkey Bros., Preston, Minn.; Andrew Friend, Garden City, Minn.; F. Arnold, St. Cloud, Minn.; Central Milling Co., Buffalo, N. Y.; Banner Milling Co., Buffalo, N. Y.; J. A. Hinds & Co., Rochester, N. Y.; Mosely & Motley Mill'g Co., Rochester, N. Y.; J. G. Davis & Co., Rochester, N. Y.; Fitzsimmons & Kreider, Jacksonville, Ill.; D. H. Harris, Bennett, Neb.; Honey Bros., Park River, N. D.; E. W. B. Snider, Washburn-Crosby Co., Minneapolis, Minn.; Pillsbury-Washburn F. M. Co., Minneapolis, Minn.

This movement of securing a renewal of the pledge referred to above was started by the L. C. Porter Mill'g Co. of Winona, Minn., and a circular in regard to the subject was issued by this firm on May 19th, 1892, and sent to spring wheat millers generally. The Porter Milling Co. recently turned the entire matter over to this Association and added the following list of names as endorsers, a number of whom are non-members of the Millers' National Association: Cataract Milling Co., Niagara Falls, N. Y.; Holly Flour-

ing Mills, Minneapolis, Minn.; W. W. Cargill & Bro., Hokah, Minn.; Harvey & Henry, Buffalo, N. Y.; C. Burkhardt, Burkhardt, Wis.; Tennant Bros., Empire Mill Co.; Riverside Mill Co., Little Falls, Minn.; McPherson & Fuller, Minto, N. D.; E. Aughenbaugh & Co., Wausau, Minn.; J. B. A. Kern & Son, Milwaukee, Wis.; B. Stern & Sons, Milwaukee, Wis.; Sleepy Eye Milling Co., Sleepy Eye, Minn.; Mandan R. M. Co., Mandan, N. D.; Hastings, Diment & Co., Owatonna, Minn.; M. B. Sheffield.

The original agreement of March 1st, 1891, was entered into by 71 firms. In view of the small number (40) now signifying their desire to renew this pledge, the Executive Committee deems it best to report the facts to each endorser, and ask whether he desires to be bound by the terms of the agreement, regardless of the failure of the large majority of spring wheat millers to adopt the rule.

Kindly inform me at your earliest convenience what your wishes are and, provided a reasonably large majority state a desire to stand by the agreement, the list of names will be published, and each will be supplied with printed slips, containing the rules and names of endorsers, for sending to the trade. Respectfully, FRANK BARRY, Secretary.

The affairs of the Millers' Tracing Bureau was shown to be in a highly satisfactory condition. During the four months following the date of the last Annual Convention about a half million sacks had been traced. During this time the total expense of the Bureau had been a little less than \$600.00.

## OREGON AND WASHINGTON MILLERS.

At a meeting held at Portland, Oregon, on Tuesday, Sept. 27th by representatives of 24 mills of Oregon and Washington, it was moved that a copy of the following resolutions be sent to every flour mill in Oregon and Washington:

WHEREAS, The mills have been running at a loss, or a very small profit, for some time past, and believing that a Mill Owners' Association would be of great advantage to all.

Resolved, That we earnestly urge every flour mill owner to help in organizing an association for the mutual protection of the mill-owners in both States.

Resolved, That the mill owners of Oregon and Washington meet at Portland, Oregon, on Tuesday, Oct. 18th, 1892, for the purpose of permanent organization of an association for the mutual protection of the mill owners in both States.

The 18th of October has been made Millers' Day at the Portland Exposition. Special rates will be made for millers and their families.

Referring to the above mentioned meeting the Commercial Review, Portland, Ore., says:

Twenty-four mills were represented. The object of the meeting was one that The Commercial Review has been agitating for over a year, and at last its efforts are to be realized. There is no reason why millers should not get a living percentage for their work, and there

can be no better time than the present for organization to secure the fruits of their labor.

The millers of the Northwest for the past two years have not made any money; but if they go on as well as they commenced in their temporary organization, their efforts will be crowned with success. Mr. J. D. Hurst, of Aurora, Oregon, was elected temporary President, and Mr. W. L. Houston of Junction City, temporary Secretary. Views were expressed by Mr. H. P. Isaacs, of Walla Walla, Mr. Theo. Wilcox of Portland, Mr. E. Goins, of Scio, and Mr. V. Kratz, of the McMinnville Mills, touching a permanent organization and the betterment of the flour mill owners of Oregon and Washington. Several amusing incidents of millers' woes were told by the various millers present. One special subject to be brought up at the next meeting will be that of the exchange basis that farmers have with millers. This ought to be abrogated; the miller pays for his wheat, why should not the farmer pay for his flour the same as the grocer?

#### PENNSYLVANIA MILLERS' STATE ASSOCIATION.

THE Fifteenth Annual Convention of the Pennsylvania Millers' State Association was held at York, October 4 and 5. The convention was called to order at 2 P. M., Tuesday, Oct. 4, by the president, Hon. Cyrus Hoffa, who delivered an address. At roll-call it was found that about 80 members were present, from all parts of the state as well as a great number of mill machinery representatives and commission men. The secretary read his report and the minutes of the last meeting, which were approved. The report of the Executive Committee was presented by the chairman, W. Latimer Small. The subjects of car service and milling in transit were quite thoroughly ventilated by the convention. Quite a number of complaints were entered by different members regarding car service. The reports of the different standing committees were made and each fully discussed by the members present. A committee of five was appointed, by the president, to nominate officers for the coming year, and to report its action at the evening session. A very interesting paper on "The Air Belt Purifier" was read by Mr. E. T. Butler, of Philadelphia, after which the meeting adjourned to meet at 7:30 P. M. The president called the meeting to order, at the evening session, about 7:45. The committee on nominations recommended the following ticket, which was elected, unanimously: Presi-

dent, Hon. Cyrus Hoffa, Lewisburg; first vice-pres., Joseph Bosler, Ogontz; second vice-pres., J. V. Edge, Downingtown; secretary and treas., Landis Levan, Lancaster. Mr. W. Latimer Small, York, entertained the convention for about twenty minutes in describing and explaining how he saw "Agriculture in Europe from a Car Window," while he was abroad the past summer. The account was of a very interesting nature and was listened to attentively. The Plansifter was then discussed and explained by members who had seen it in operation. The paper prepared by Mr. R. R. Ellis on "Past, Present and Future of Milling" was read by Mr. Richardson, and was of a very interesting nature to the old, the present and the contemplative miller. "The Success of the Pennsylvania Millers' Mutual Fire Insurance Company and why every miller should insure in it" was the subject of an address by Mr. J. M. Maguire, which embodied much information of value as indicated by the close attention given the speaker throughout the time occupied. The president appointed a committee of three, consisting of Messrs. Maus, Hays and Pyle, to audit the accounts of the treasurer and report at the morning session.

The morning session (Wednesday, 5th) was called to order at 9 A. M. and was opened with a further report by the Executive Committee on Patents. The suit of Detweiler and Bosler, the latter named a member of the Association, was quite extensively discussed and resulted in the Association offering aid to its member.

Further discussions on various matters were had by the members after which a motion was made and carried, to adjourn, the motion including that the next place of meeting should be decided by the Executive Committee. After adjournment the members of the convention were royally entertained by Mr. W. Latimer Small at his beautiful summer residence, "Grantley." Another social feature of the convention was a delightful trip over the famous battle-field of Gettysburg, a short distance from York.

Thus ended one of the largest and most interesting conventions ever held by the association of the Keystone state and the members parted for their several homes, feeling proud that they were associated with such a flourishing organization.

We are indebted to the efficient and gentlemanly secretary of the Pennsylvania Millers' State Association, Mr. Landis Levan, for his prompt action in forwarding us the foregoing details.

#### DECIDED IN THE COURTS.

**NEW CORPORATION LIABLE FOR DEBTS OF OLD.**—Where the officers and stockholders of one corporation form another, and convey all the property of the former to it in fraud of creditors, the latter corporation will be regarded as a continuation of the former, and a court of equity will hold the assets of the latter liable for a debt of the former.—Blane v. Paymaster Mining Co., Supreme Court of California. 30 Pac. Rep. 765.

**RIGHT OF TENANT WHO HAS BUILT MILL.**—A tenant in possession of land at the expiration of a written lease, who has erected a mill on it that the landlord had agreed to purchase at the expiration of the term, may retain his possession until such purchase shall be performed, but not without, meantime, being chargeable with rent.—Franklin Land, Mill & Water Co. v. Card, Supreme Judicial Court of Maine. 24 At. Rep. 960.

**OWNERSHIP OF MACHINERY FASTENED TO FLOOR OF RENTED BUILDING.**—Machinery placed by a tenant in a building and fastened to the floor by cleats or bolts in such a manner that it can be removed without injury to the building, is personal property and is not covered by a mortgage given on the land and building while the tenant is in possession.—Bartlett v. Haviland, Supreme Court of Mich. 52 N. W. Rep. 1008.

**PRESUMPTION AS TO INTERLINEATIONS IN A DEED.**—Where interlineations in a deed are in the handwriting of the notary public or other officer who attested it officially, the presumption is that they were made at or before the execution of the instrument, though of course this presumption may be overcome by proof to the contrary.—Bedgood v. McLain, Supreme Court of Ga. 15 S. E. Rep. 670.

**WATER RIGHTS.**—Where one is adjudged the owner of all of certain water and water rights, except an amount "equal to a constant flow of 2½ inches of water, \* \* \* measured under a 4-inch pressure," adjudged to belong to defendants, the latter cannot use more than such 2½ inches at any time, though they afterwards seek to compensate for such excessive use by refraining from using any water whatever.—Alhambra Addition Water Co. v. Richardson, Supreme Court of California. 30 Pac. Rep. 577.

**LIABILITY OF PARTNERS AMONG THEMSELVES.**—A partner who sold his interest in the partnership to a co-partner, taking from him an agreement to pay the partnership debts, cannot recover against such copartner for debts which he was afterwards compelled to

pay for the copartner to partnership creditors, the copartner having received a discharge from the same debts by insolvency proceedings in which such creditors proved their claim and received dividends thereon.—Fernald v. Clark, Supreme Judicial Court of Maine. 24 At. Rep. 823.

**DIVERSION OF WATER.**—In an action for the diversion of water by the building and maintenance of a dam by defendants, where it appears the person suing assisting in maintaining the dam and diverting the water, he cannot recover. Such participation in the diversion of the water need not be specially pleaded, but may be proved under an issue raised by denial that the person suing for damages was injured by the diversion of the water.—Churchill v. Baumann, Supreme Court of California. 30 Pac. Rep. 770.

**CONTRACT TO SELL AND DELIVER GRAIN.**—A written contract certifying that a person "hereby sells and agrees to deliver" to others, at their warehouse, all the grain harvested or to be harvested during the season by him on certain land, "wheat sacked in good merchantable sacks," the purchasers to pay a certain amount per bushel, does not vest title in them, so that, for refusal of the person making the agreement to sell and deliver part thereof, the purchaser may sue for damages, but not for possession of the property.—Hamilton v. Gordon, Supreme Court of Oregon. 30 Pac. Rep.

**ADVERSE USE OF WATER.**—In an action to enjoin the owner of a mill from closing a water gate in his canal, it appeared that for 12 years the person bringing suit had used, for irrigation and domestic purposes, all water discharged through such waste gate at a certain point above the mill, "whenever said mill was not being run or operated," that at times when the mill was not running the owner permitted him to use it, and at other times he had taken and used the water without express permission; that after so using it for six years he posted a notice on said waste gate, claiming "all the waste water flowing from the mill race," and the right to divert and use it as "heretofore done." The evidence did not show that the owner of the mill or his grantors ever saw such notice, or know that this person claimed the right to so divert and use the water without permission, or that he had so taken and used it for a continuous period of five years. He therefore acquired no prescriptive right to such water by adverse user.—Bahl v. Kehl, Supreme Court of California. 30 Pac. Rep. 780.



ABSOLUTE FIRE PROTECTION.

A PROFITABLE INVESTMENT.

# The Grinnell Automatic Sprinkler

OVER 1100 FIRES EXTINGUISHED.

The National Milling Company's new mill at Toledo, O., equipped with the Grinnell Sprinkler system, is insured in first-class companies at less than 1½ per cent.

HOME OFFICE:

PROVIDENCE, R. I.

B. W. DAWLEY, General Western Agent,

PROVIDENCE STEAM AND GAS PIPE COMPANY,

115 MONROE STREET,

CHICAGO, ILL.

## FIRES.

THE New Athens, Ill., flouring mill, owned by Joseph Flack & Co., was burned. Loss about \$40,000.

AT Clay Centre, Kan., Sept. 17, A. F. Dexter's flouring mill and electric lighting plant were burned.

AT Oshawa, Ont., Sept. 22, the flouring mill owned by T. M. & J. E. Edmondson, was burned. Loss \$17,000.

NEAR Quebec, Que., the Seminary Mill on the Montmorenci River, was burned. Loss \$6,000; insurance \$4,000.

AT Lancaster, Pa., Oct. 12, the mill and dwelling-house of Henry C. Stehman were burned. Loss \$7,500; partially insured.

R. WHITELAW's extensive oatmeal mills, at Pilot Mound, Manitoba, were destroyed by fire Oct. 11. Everything is a complete loss.

HALL's elevator at East Lynn, Ill., was destroyed by fire Sept. 20, together with 10,000 bushels of grain, and two cars loaded with hard coal.

AT Frederick City, Md., Oct. 11, Jas. H. Gambrill's Frederick City Steam Flouring Mill was burned. Loss \$30,000. The fire also burned a number of cars.

FIRE at Lockport, N. Y., destroyed George T. Chester's flouring mill and John F. Little & Son's flour and feed mill adjoining. Loss estimated at \$125,000; insurance \$30,500.

THE Juniata flouring mills and J. M. Sewell & Co.'s grain elevator at Juniata, Neb., were burned, Sept. 30. Loss \$30,000; mill insured for \$4,500; elevator insured for \$5,000.

THE flour and grist-mill at Alden, Minn., burned Sept. 24, together with the adjoining ware-house. Loss \$8,000. The mill was owned by T. W. Wilson, of Albert Lea, and operated by Landis & Sage of Alden.

THE steam flouring mill of Hill & Fosness at Winnebago City, Minn., was totally destroyed by fire, Oct. 5. 1,000 bushels of wheat and 200 barrels of flour were also destroyed. Loss \$11,000; insurance \$5,500.

FIRE at Cambridge, Ia., destroyed the grain elevator and contents owned by the St. Paul & Kansas City Grain Company and the Chicago, Milwaukee & St. Paul Railway property in the vicinity. Loss \$20,000.

AT Delmont, Pa., Oct. 10, the frame roller flouring mill owned by Daniel Shuster and its contents, together with a frame dwelling and a frame shop, owned by the Reed heirs, were burned. Loss of Mr. Shuster is \$12,000, and that of the Reed heirs, \$15,000; no insurance.

SEPTEMBER FIRES.—The fire loss of the United States and Canada for the month of September, as compiled from its daily records by the *Daily Commercial Bulletin*, New York, shows a marked reduction

from the sum charged against the same month of the year 1891. The September total this year was \$7,870,800, as against \$10,658,200 in September, 1891, and 6,943,700 in September, 1890.

The following statistics will exhibit the losses during the first nine months of 1890, 1891 and 1892:

	1890.	1891.	1892.
January...	\$9,179,300	\$11,230,900	\$12,564,000
February...	7,387,025	9,226,500	11,914,000
March.....	8,406,300	12,540,750	10,648,000
April.....	8,285,520	11,300,000	11,559,800
May.....	8,838,100	16,000,365	9,485,000
June.....	5,655,000	8,587,025	9,285,550
July.....	14,723,500	9,092,200	11,530,000
August.....	9,009,100	9,055,100	10,145,500
September..	6,943,700	10,658,200	7,870,800
Total..	\$78,487,545	\$96,980,670	\$94,992,350

It will be seen from the above table that the figures for 1892, so far, show a gratifying decrease in comparison with those of the first nine months of 1891.

The September losses were fairly well covered by insurance, excepting those at Rockaway Beach, at which point few companies accepted risks, and insurers took a light proportion of insurance to value.

## EXPORTS OF BREADSTUFFS.

The following from the advance statement of the United States Bureau of Statistics gives the amount and value of the exports of domestic breadstuffs from all American ports during the month of September, 1892, and same month 1891:

	1892.		1891.	
	Bushels.	Value.	Bushels.	Value.
Barley.....	470,015	231,345	195,484	133,570
Corn.....	1,830,333	1,000,479	2,438,916	1,846,576
Oats.....	104,015	39,702	322,692	157,876
Rye.....	172,157	119,377	3,161,257	2,968,589
Wheat.....	10,691,800	8,032,561	19,406,174	20,388,430
Total.....	13,268,310	10,023,464	25,014,808	25,475,121

The following, in addition to above were exported during September, 1892: Cornmeal, 22,487 barrels, value, \$67,887; oatmeal, 277,644 pounds, value, \$5,911; wheat flour, 1,554,365 barrels, value, \$7,207,823. The total valuation of exports of breadstuffs during the month was \$17,305,085, against those for same month, 1891, of \$31,462,021. The total valuation of breadstuffs exported during the nine months ending September 30, 1892, is \$183,545,002, against \$145,025,129 for the same time in 1891.

## MICHIGAN CROP REPORT.

The Michigan State Crop Report says:—The wheat crop of Michigan this year as indi-

cated by reports made to the secretary of the state is 24,140,767 bushels. Wheat is poor quality, being reported badly shrunken in most localities. The average weight of the measured bushel in the southern counties is 58 pounds and in the central about 59 pounds. The average yield of oats in the state, as shown by reports of correspondents, is 22.29 bushels per acre. Corn in the state is estimated to yield 52 bushels of ears per acre. There was no frost in the state up to Oct. 1, except in one or two counties and there it was very light.

## FOREIGN ITEMS.

THE French minister of agriculture estimates the wheat crop of France at 302,576,000 bushels, of an average weight of 61 pounds.

A VERY exhaustive report on Russian agriculture, and the past year's famine in particular, by E. F. G. Law, British commercial attaché at St. Petersburg, has been issued from the foreign office in the shape of a consular report. Mr. Law considers that without improved implements and good horses and cattle, better tillage is impossible, and that the scarcity of horses and cattle this year renders it difficult for the land to be plowed in the distressed districts.

In commenting upon a special account of the condition of British crops as published in its columns, the *London Times* of Oct. 10, says: "The conclusion on the whole case is that the present year will be a disastrous one for the British farmer. The chief loss will be in wheat, while there will be no adequate set-off in any other crop. The outlook for the winter is gloomy for all classes, and it becomes a grave question how many farmers will be able to struggle through it. Considering the continued shrinkage of wheat cultivation, the *Times* advises farmers to turn their attention to high class dairy produce."

A REVIEW of the situation in France shows that in the years 1889 and '90 the wheat crop averaged 320,000,000 bushels, and the imports each year about average for the two years 40,000,000 bushels. This year it is estimated, with a total crop of 309,000,000 bushels, that the imports will have to be at least 50,000,000 bushels. The acreage of wheat in France has been decreasing steadily for some years past, and, on the other hand, the consumption has been increasing. In the decade ending 1841 the consumption was 4½ bushels per capita. From that it steadily increased to 6.87 in 1872-81, and in the past decade it has risen to 7.7 bushels per capita.

15 Queen Square,  
BRISTOL, 1st September, 1892.  
Dear Sir—We have the pleasure to inform you that we have this day opened an office at 26 Great St. Helen's, London, E. C., under the management of Mr. A. H. Neuffert.  
Hoping to receive a share of your favors and valued support,  
We are,  
Your obedient servants,  
Arthur James & Co.

111 Union Street,  
GLASGOW, 28th Sept. 1892.  
Dear Sir—The tone of our market has somewhat improved and holders of wheat and flour are firmer than of late, and in some cases ask an advance of 6s per quarter and sack respectively, but this checks business.  
At our market to-day there was only an average attendance with rather more doing in breadstuffs at late rates. American spring patents are more inquired for, but the difference in price between them and the local manufacture still prevents business. Feeding stuffs are irregular in price. Arrivals of both wheat and flour are on a small scale. The weather has been very unsettled and in some exposed districts the rains have caused considerable damage to the crops still in the fields.  
Yours truly  
Bell Sons & Co.



## News.

R. E. GILL of Surrey C. H., Va., has sold his mill to A. J. Gill.

L. J. TILIERE of Milton Centre, Neb., has quit the milling business.

W. F. LEACH, miller at Shoals, Ind., is reported as having sold out.

S. H. HEATON is building a 75-bbl. roller mill at Lake Odessa, Mich.

OTTO BELLEW, miller at Campbell, Tex., is succeeded by Bellew & Co.

THE PARIS MILLING CO. succeeds Browne, White & Co., of Paris, Tenn.

LANG & MARVIN will build a 50-barrel roller mill at Glenville, Minn.

THE WARNER MILL CO. of Warner, S. Dak., is succeeded by Beal & Ashley.

The firm of Beebe & Scarvell, millers at Kalkaska, Mich., has been dissolved.

It is reported that S. A. Cavin & Son, millers at Morrisville, Mo., have sold out.

S. M. & J. C. WOOLSEY will build a large flouring mill plant at Big Reedy, Ky.

THE DULUTH IMPERIAL MILL CO. has taken out a permit to erect a \$1,200 cupola on the mill.

THE SAGINAW (Mich.) MILLING CO. will make an addition for grinding rye and buckwheat to its plant.

It is said that the grain blockade at Buffalo is increasing. Cars and canal boats are getting very scarce.

THE NATIONAL CEREAL CO. of St. Louis has filed articles to increase its capital stock from \$25,000 to \$50,000.

THE CHASE COUNTY MILLING CO., of Champion, Nebr., lately incorporated, will build a flouring mill at that place.

It is reported that S. A. Mountain & Sons, owners of a flouring mill plant at Mobile, Ala., have made an assignment.

THE wheat crop of 1892 will be 527,000,000 bushels, the largest recorded except that of 1891, which was 620,000,000 bushels.

IN 1891 the Southern States produced 672,459,000 bushels of wheat, corn and oats against 401,301,000 bushels in 1881.

THE LORD MILLING COMPANY has been organized with a capital stock of \$25,000, to operate the J. S. Lord mill at Elysian, Minn.

P. A. HERZOG has purchased the half interest of John H. Roberts in the Racine Star flouring mill, paying \$24,000 for the same.

THE United States shipped 42,139,488 bushels of wheat to France the past year as compared with 13,843,054 bushels the previous year.

THE new flouring mill at Wakonda, S. D., is nearly completed and will be in readiness to make flour before the close of this month.

CHICAGO parties have secured a contract to build a new 350,000-bushels elevator as an addition to the Duluth Imperial Mill elevator.

THE United States exported to England during the past year 87,203,900 bushels of wheat, as against 29,820,650 bushels the previous year.

THE LAKE PRESTON MILLING CO. are building a 100-barrel mill at Lake Preston, S. Dak., and expect to have it in readiness for operation about Nov. 30.

TWO-HUNDRED-AND-FOUR barrels of flour made at Palouse, Wash., were recently shipped to Winston, N. C., the first direct shipment of Washington flour ever made to the Southern States.

BLANTON, WATSON & Co. of Indianapolis, Ind., are succeeded by the Blanton Milling Co., which was lately organized with a capital stock of \$37,400.

THE Konrad Grain Company of Hartford, Wis., has been incorporated with a capital stock of \$5,000. The incorporators are Aug. Phillips and Rosa E. Konrad.

DREWS BROS. of Stillwater, Minn., have purchased an elevator of 30,000 bushels capacity, from Hastings parties, and have moved it up from Lakeland where it was when purchased, by barges, to Stillwater.

It has been discovered that the weevil has invaded the wheat bins of farmers in various parts of Illinois, and as a result thousands of bushels of wheat have been thrown upon the market by them at a reduced price.

THE amount of grain marketed in South Dakota thus far exceeds all previous records. The elevators along the railway lines are full, and applications for over 1,000 cars are on file with the State Railway Commission; less than 300 can be had.

THE SANGER FLOUR MILL CO., of Sanger, Cal., capital stock \$150,000, has been incorporated to deal in machinery, mills, water and electric power, etc. H. W. Chase and Robert H. Elder, Sanger, Cal.; J. P. Moore, Oakland, Cal.; and others are the incorporators.

WM. H. DUNWOODY, a member of the Washburn-Crosby Co. of Minneapolis, has decided to build a flouring mill at Great Falls, Montana. The mill will have a daily capacity of 500 barrels, and the elevator in connection with it will have a capacity of 150,000 bushels.

CHARLES ANDERSON, employed as an oiler and sweeper, at the Imperial mill, Duluth, was killed Sept. 23. He was cleaning one of the rollers on the grinding floor and was caught in the machinery. His cries attracted some fellow workmen, but he was horribly mangled when they reached him.

THE AMERICAN MILLWRIGHTING COMPANY has been incorporated at Chicago, Ill. Capital, \$250,000. The business is stated to be, "to construct and operate building, machinery, manufacturing supplies, buy and sell same." Incorporators: Wm. S. Ward, Wm. Fortin, Daniel McDonald.

THE MINKOTA MILLING COMPANY of Duluth promise to increase their capacity from 500 to 1,000 barrels if they can procure a suitable location on the Wisconsin side of the bay. The Consolidated Land Company and Land & River Improvement Company have both offered sites, and altogether it looks very favorable for the establishment of the Minkota mill in Superior instead of Duluth.

IN the mill to be built at Great Falls, Mont., by the Washburn-Crosby Co., the shafting, wheels, etc., are designed, it is said, for a 500-barrel mill, although at first its capacity will be but 300 barrels. The building and machinery, however, are all designed with reference to enlarging the capacity of the mill to 500 barrels at an early date. It is expected that the mill and elevator will be completed by March next.

THE JOHN P. DOUSMAN MILLING CO. of De Pere, Wis., signed its corporation papers Oct. 3. The officers are John P. Dousman, president; vice president, William Armstrong; secretary, J. S. Chase; treasurer, N. E. Kellogg; directors, John P. Dousman, J. S. Chase, Wm. Armstrong, S. Marshall, R. J. McGrehan. The daily capacity of the mill will be 200 barrels of wheat flour and 50 barrels of rye flour. It is expected that it

will be in running order by January 1, 1893.

NORTON's grain elevator, north of Madison street, on the west side of the river, at Chicago, suddenly collapsed on Saturday, Oct. 15, and the 133,000 bushels of grain which it contained was considerably scattered over the railroad tracks. It is estimated that 5,000 bushels of the grain went into the river. What caused the collapse can only be conjectured. The structure was erected 27 years ago, had a storage capacity of 160,000 bushels and had passed every inspection, the last one being but three months ago. The loss will not exceed \$30,000 as part of the grain can be saved. The employees were warned in time and escaped safely.

THE Minkota Milling company in which Duluth capital is so heavily interested has decided to erect its 500-barrel mill in Superior. In getting this new institution Superior has won a signal victory for it has taken from our rival across the bay a mill which is backed almost entirely by Duluth capital. After a fruitless endeavor to obtain a location in Duluth they turned their attention to Superior with the result of making a satisfactory deal with the Land & River Improvement company for a site on Hughitt slip just south of the 5,000-barrel mill of the Russell-Miller Milling company. B. C. Church of the Imperial mill and president of the new concern said to a reporter last week that it was positively settled that the mill would come to Superior. The machinery for the mill has been ordered, and as soon as all the papers have been signed work will proceed on the erection of the building. The mill will be a doubly valuable one to Superior for it will utilize a low grade of flour which none of the other mills can use, having a large enough capacity to handle all the over plus of low grade wheat which collects at this point. This makes Superior's seventh mill with a total capacity of 19,800 barrels.—*Inland Ocean*.

## DEATHS.

A. BEYER, owner of a flouring mill at San Antonio, Tex., died recently.

J. T. SHANNON of J. T. Shannon & Co., millers at Butler, Mo., died recently.

C. CASSABAUM, of the milling firm of Kassabaum Bros., Industry, Kas., died Sept. 17.

THE death is reported of H. D. Leitner, flour and grist-mill proprietor, of Bezelia, Ga.

G. C. HIXON of La Crosse, Wis., a stockholder in the Listman Mill Co., died Sept. 23, aged 66 years.

## LITERARY NOTES.

A. CONAN DOYLE's new book, "Adventures of Sherlock Holmes," will be published in October by Harper & Brothers.

WILLIAM DEAN HOWELLS' new novel, "The Quality of Mercy," has just been added to "Harper's Franklin Square Library."

APPROPOS of the late national reunion of veterans at Washington, Mrs. Margaret E. Sangster contributes a patriotic poem entitled "Then and Now—G. A. R., Washington, 1892," to HARPER'S BAZAR for October 8th. The same number of the Bazar contains "A Tumultuous Engagement," a delightfully interesting story by Gertrude Smith. An article entitled "Life and Work from a Girl's Standpoint," by Elizabeth M. Clark, the second installment of Thomas Hardy's new story, "The Pursuit of the Well-beloved," and the usual variety of interesting articles on household matters, the fashions, etc.

THE CENTURY MAGAZINE will take up the Bible and Science controversy. In the November Century, Prof. Charles W. Shields of Princeton, answers the question "Does the Bible contain Scientific Errors?" with an emphatic *no*. He says: "Literary and textual obscurities there may be upon the surface of Holy Writ, like spots upon the sun, or rather like moles in the eye; but scientific error in its divine purport would be the sun itself extinguished at noon. Such a Bible could not live in this epoch."

Professor Shields' article will be followed by one in the December Century, on "The Effect of Scientific Study upon Religious Beliefs."

LUCY LARCOM, an intimate friend of the poet Whittier, contributes to the October NEW ENGLAND MAGAZINE a descriptive article, really a prose-poem, dealing with "The Ossipee Park," long the summer resort of Whittier. It is finely illustrated with pictures specially taken for the purpose. The Hon. L. G. Power contributes a paper on the moot question, "The Whereabouts of Vinland." Richard Marsh, an English story writer, who has done a good deal for Harper's Weekly and other American periodicals, contributes a good story of a mental delusion, called "A Prophet." It proves that short story writing is not altogether the lost art with our English cousins which some critics have assumed.

THE OCTOBER ST. NICHOLAS has a full explanation and discussion of the causes and operation of "Volcanoes and Earthquakes." Three papers are devoted to the subject, the last dealing with experiences during the Charleston earthquake. Other practical articles are, "How Columbus Reckoned," by Royall Bascom Smithey, a discussion of the state of geographical knowledge of his time; "The Stone Autograph Album," a description by Charles F. Lummis of the great cliff-whereon the Spanish explorers inscribed (or, rather, carved) their names; "Learning to be Weather-Prophets," an account of the service, and the study of weather-maps in the Boston public schools; and "Tapir-hunting in Brazil," by Herbert Smith. The magazine finishes its 19th volume with this number.

THE October WIDE AWAKE is a real "Discovery Number" alike in text and illustrations. Its frontispiece is a unique and dainty drawing by Meynelle, "In 1492," and shows a group of children waving their good-bys to Columbus as he sets sail on his quest for a new world. Elbridge S. Brooks gives a brief narration of the Irishman whose presence in the crew of Columbus has been discovered by Mr. John Fiske. Carrie Hyde tells the brief story of the discoverers from an Indian boy's standpoint. Theron Brown's stirring ode and chorus, "In 1492," fitly introduces this "Discovery Number." This song may well be made one of the features of the Columbian year, for it has been set to taking music by Prof. E. C. Phelps and may be sung in every home and school to excellent effect.

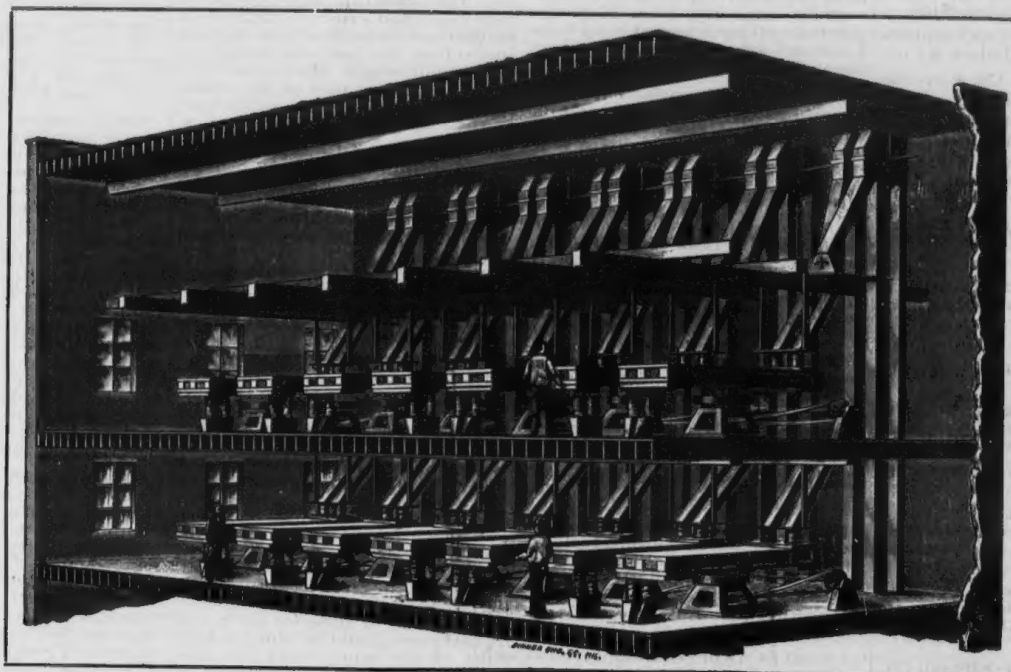
The preliminary announcement of the special features of Wide Awake for 1893, appears in the October number. It is full of promise and therefore of interest. Price 20 cents a number, \$2.40 a year. On sale at news stands or sent postpaid on receipt of price, by D. Lothrop Company, Publishers, Boston.

A VERY liberal offer is made to users of Mill Picks by W. S. Caesterlin of Luzerne, Pa., who certainly has confidence in his ability to give satisfaction. All he asks for is an opportunity to substantiate his claims. We advise all interested in Mill Picks to carefully read the advertisement on another page of this issue.

# Automatic Sieve Machine

Fully covered by U. S. Letters of Patent No. 428,719. Issued May 27, 1890.

NOW USED IN THE MILL OF **FAIST, KRAUS & CO.,** MILWAUKEE, WIS.



**T**HE FAIST AUTOMATIC SIEVE CO. of Milwaukee have begun the manufacture of a new and novel Automatic Sieve Bolter and Separator for producing any grade of flour from the finest and purest, to the coarsest, cleaning up all grades in the most perfect manner.

## WE CLAIM FOR THIS MACHINE THE FOLLOWING ADVANTAGES:

Sharper and more uniform flour.

Better and closer separations.

One machine will take the chop from any break of a 1,000-barrel mill.

It will bolt ten to twenty-five barrels of flour per hour from ground middlings.

It gives a larger yield of patent, and an improved grade of bakers.

It delivers break chop, coarse and fine middlings to purifier, and finished flour to packer, all from one machine.

Cloth is cleaned perfectly without inside conveyor, as in other machines.

A saving in power.

A saving in room.

A saving in light.

A saving in cost of insurance.

A saving in labor.

A saving in cost of building a mill.

In short, we give you five machines in one, capable of handling all the breaks from a 250-barrel mill, delivering the finished flour to packer, middlings to purifier (dusted completely), and offal to bin.

WM. FAIST, Esq., Milwaukee, Wis.:

Dear Sir—We hand you herewith our check to cover invoice for the Automatic Sieve, which we have had running for 30 days. The results are better than expected.

Very respectfully,

Kansas City, Mo., September 10, 1892.

KANSAS CITY MILLING CO.

THE FAIST AUTOMATIC SIEVE CO., Milwaukee, Wis.:

Gentlemen—We herein hand you our check \$500, balance due on the two machines purchased of you. We are highly pleased with the machines, buying them as we did without any knowledge as to how they would work on winter wheat, and we fully expected a great deal of trouble before we could get them regulated to work satisfactorily.

It is now just thirty days since we started the machines, and they have been a perfect success from the start, and we wish to say that the twenty claims you make in your circular as to the advantages of your machines over the common bolting system is not one bit too strongly drawn.

We expect to see the same revolution made by your machines in the process of bolting over the reel system that was made in grinding wheat by rolls over the stone process.

Dictated by J. P. B.

Respectfully yours,

J. E. BURROUGHS & CO.

Address, **FAIST AUTOMATIC SIEVE CO.,** Milwaukee, Wis.

Don't forget to mention this paper when you write.



## Milwaukee Notes

FREDERICK SCHULTZ, aged 60, an employe in the Phoenix flouring mills, got caught in a wheel while he was cleaning up, on the morning of Oct. 3, and he was instantly killed. One of his arms was torn from its socket. Schultz leaves a wife and two children.

THE Edw. P. Allis Company has taken out a building permit for the brick machine shop which it will erect on Clinton street. The building will be 100 feet by 297 feet and four stories high. The cost is given at \$45,000. The removal of the wooden buildings covering the property recently purchased has commenced and work on the new building will begin at once.

THE government's census bulletin, compiled up to 1890, shows a rapid growth in the manufacturing industries of Milwaukee. The output of the city's factories has increased, during ten years, more than a hundred per cent. The bulletin now made public shows that at the time of its compilation there were in the city 174 industries and nearly 3,000 establishments, with an aggregate capital of \$64,285,595 invested, employing 47,127 people, who received in wages \$19,229,000, and consuming material valued at \$51,800,400. The following is embodied in the aggregates: Flouring mills and grist mills, 11; capital used, \$2,087,237; wages, \$253,651; hands, 384; product, \$4,563,983.

THE average daily flour production in Milwaukee for the week ending Oct. 15 was 9,000 barrels. The steadiness with which the city mills are operating is evidenced by the fact that the average daily production for the past five weeks has been 9,060 barrels, the largest daily average being for the week ending Sept. 18, when it was 9,125 barrels.

THE stock of wheat here, Oct. 15, was reported at 1,404,138 bushels against 393,026 bushels the corresponding day last year and 311,711 bushels in 1890.

THE following shows the highest, lowest and closing prices of spring wheat in this market Oct. 15:

	Open- ing.	High- est.	Low- est.	Clos- ing.
No 2 Spring...	67 1/2	68	67 1/2	67 1/2
Seller Dec. ....	70 1/2	70 3/4	70 1/2	70 1/2

THE receipts and shipments of flour and grain at Milwaukee for the week ending October 15, as compared with those for corresponding time last year, were as follows:

	Receipts.		Shipments.	
	1892.	1891.	1892.	1891.
Flour, bbls ..	65,535	45,819	66,426	62,154
Wheat, bush..	480,220	430,758	92,350	147,980
Corn, bush ..	23,204	21,540	8,700	2,990
Oats, bush ..	212,033	103,100	192,280	130,550
Barley, bush..	473,150	408,312	401,231	253,959
Rye, bush ..	114,220	74,908	103,040	57,948

### MILWAUKEE BREADSTUFFS MARKET.

THE breadstuffs markets, on the 15th inst., were weak and wheat was shaded 1/4 @ 1/2 cent under the unfavorable tenor of consular reports as to European crops, which show a gain of nearly 15 per cent over last year's yield, though England and Italy are 17 and 12 per cent below.

Grain Freights—Are steady and quiet at 2 1/4c for wheat by lake to Buffalo. Coarse grains pay 2 @ 2 1/4c and a fair demand for room is noted.

Flour—Is steady and in moderate demand at inside quotations, with millers asking \$4.25 for choice patents in bbls. Quotations: No. 2 hard spring wheat patents in bbls, \$4.15 @ 4.25; new do \$4.00 @ 4.10, soft wheat do \$4.00 @ 4.10, export patents in sacks \$3.50 @ 3.70; clears, hard wheat \$2.60 @ 2.70; soft wheat \$2.35 @ 2.45; straights, choice bakers—\$3.80 @ 3.90; exports \$3.30 @ 3.40; low graded \$1.40 @ 1.60; winter patents in bbls \$4.00 @ 4.10; winter straights in bbls \$3.50 @ 3.60; rye flour, country in sacks \$3.00 @ 3.30; city in bbls \$3.20 @ 3.60.

Millstuffs—Are steady, but dull and weak, ranging at \$11.00 @ 11.25 for bran and \$11.75 @ 12.00 for middlings.

The following table shows the closing prices of wheat and coarse grains on "Change Oct. 15, compared with those of the same day of 1891 and 1890:

	Oct. 15, 1892.	Same day 1891.	Same day 1890.
No. 1 N. wheat, o.t....	75	97 1/2	1.00
No. 2 S. wheat, o.t....	68	92	77
No. 2 S. wheat, l.s....	67 1/2	90 1/2	96 1/2
No. 2 barley, l.s....	64 1/2	81 1/2	68 1/2
No. 1 rye, l.s....	59 1/2	89 1/2	66 1/2
No. 3 corn, l.s....	41	55	52
No. 2 W. oats, l.s....	32 1/2	30 1/2	46

### NO REST FOR THE MILLER.

The Patent Shark, Like the Poor, is Ever With Him.

AND now comes our old-time correspondent, S. M. Brua, with his TEN MILLION dollar claim. In 1883, while secretary of the M. N. A., we received a communication from Mr. Brua, Green Spring, Pa., setting forth his claim in the following language:

"My application for patent was filed May 25th, 1878, and patent was granted Nov. 12th, 1878. The office did not grant my patent hastily, but gave the matter special attention and I was required to furnish the office with a full description of all the various modes of milling that was in practical use. The following is a copy of my claim: I claim the process of producing an improved grade of flour consisting essentially in continuously mingling the corresponding grades of the valuable products of the first and after grindings respectively; for running off the finished flour uniformly, pending the regrinding and the rebolting, substantially in the manner and for the purpose specified. Very truly yours,

"S. M. BRUA."

In 1885 we received another letter, from which we extract the following:

"I claim about all the roller mills in the United States are infringing

on my patent. My patent looks too favorable an investment for to lay silent. If the courts sustain the patent it is worth ten million a year for ten years to come at about 3 to 5 cents per barrel of flour that is now made. The courts are allowed to assess the damages at three times the amount of damages incurred by the infringing parties. I am giving the people 30 pounds more of flour for five bushels of wheat than the roller mills are now giving, after using my process. Now what could the roller mills do if they were stopped of making the number of reductions from middlings which my patent covers? I would have settled this matter with the State Associations on such liberal terms that no one would have felt the amount they would have to pay. Should my patent pass into the hands of a strong party it may cost the roller mills an immense amount of money.

Accompanying Mr. Brua's letter was his circular giving the manner in which his process was carried out. Evidently Mr. Brua and the official in the patent office did not understand the state of the art at the time this patent was issued. That a majority of mills are operated upon the lines laid down by Mr. Brua does not admit of a doubt. It is equally true that the same process was in vogue long before Mr. Brua ever developed his idea as an invention, but no merchant mill of any note, that we ever heard of, was guilty of using his method "substantially in the manner and for the purposes specified." However valuable or worthless the claim may be, the millers are confronted with the fact that they may expect soon to have another fight on their hands, judging from the following letter from a Pennsylvania miller addressed to the Executive Committee of the Millers' National Association:

"..... PA., Oct. 8, 1892.  
"A party by the name of Brua of this city secured a patent on gradual reduction, that is, on the process of reducing wheat gradually and finishing up as is now done by all roller mills. This patent he got probably 12 or 15 years ago and frequently made attempts to secure some attention to it from millers, but being without means he never accomplished anything. There can be nothing in it, but several capitalists here have taken up the matter, have retained or at least so report it, several prominent patent attorneys in New York and propose to push their claims, and are very sanguine of success. Should the Courts sustain it (the patent) every miller in the country would be in it. We were informed to-day that we would probably be proceeded against and made a test case. If so, can we expect the National Association to take up the suit and fight it?"

Between the Russell, the Lee, the Brua and the Detweiler patent litigations it looks as if the Executive Committee would have their hands full. We would suggest that the committee enter into an arrangement with the windy Little Cherub of the North-western Miller who is wont to dispose of such trifles with a

wave of his curl and a blast from his little tin horn.

### ANOTHER REPLY.

The attorneys for the Minneapolis Chamber of Commerce have filed their reply in the freight discrimination case before the Inter-State Commerce Commission, a decision in which is expected about the 15th prox. They say:

"We are served with briefs of counsel for the Great Northern, Omaha, Milwaukee & St. Paul and Duluth Companies. All are filed long after the time allowed. Their tardy submission demonstrates our declaration made at the Minneapolis hearing in May, that these respondents seek primarily a postponement of a decision until the close of the present grain moving season. As such a delay would be of itself a complete denial of justice, we are forced to reply by the necessities of the time only to the briefs now submitted. We are unofficially advised that the Northern Pacific declined to submit an argument. We confess no surprise that that company denies the jurisdiction of this commission over interstate rates and fares. It has refused compliance with the commission's order in other cases and forced the commission to resort to the courts to compel obedience to its mandate. A corporation of federal creation, enjoying a federal land bounty rivaling an empire in extent and value, sets itself above the interstate commerce law and is now sowing the winds to hereafter reap the prophetic whirlwind. Discrimination in wheat rates against Minneapolis is defended in the argument by the Great Northern Company alone. The brief submitted, for the Milwaukee & St. Paul Company concedes the claim, but fulfills the prophecy of our opening statement by riding upon the shoulders of the Northern Pacific as the sole responsible and controlling factor. Within the past two weeks the Great Northern has made sweeping reductions in wheat rates in Minnesota and North Dakota leaving rates in the territory in question unchanged. Today it is hauling on exactly similar distances for rates 25 per cent less than it demands and receives from farmers in this contested territory and to the same markets; To the protest against this action, because of its plain effect upon this case, it answers that it would so reduce its rates in the territory covered by this complaint were it not waiting the decision of this commission. No higher or more conclusive proof can be furnished from any source that the rates on wheat from the territory covered by this complaint are excessive. No possible reason appears or can be suggested why the relation of the present rates voluntarily created by this respondent should be applied against farmers of this region and in favor of others in adjacent territory. The plea of equal rates for equal distances to reach common markets disappears when tested by this respondent's present rate.

A LATE dispatch from Odessa states that owing to the long continued drought in South Russia it has been almost impossible to proceed with agricultural work. Winter wheat was seriously injured and in the Northern districts it was little better. Half of the middle classes had applied for longer loans and unless this was granted there would be wide-spread disaster.







S. H. SEAMANS, PUBLISHER.

PUBLISHED MONTHLY.

OFFICE:  
28-C MITCHELL BUILDING, MILWAUKEE.  
Subscription Price—Per Year, in Advance:  
To American subscribers, postage  
prepaid.....\$1.00  
To Canadian subscribers, postage  
prepaid.....1.00  
Foreign subscriptions.....1.00  
All Drafts and Post-Office Money Orders  
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Wis., as mail matter of the second class.]

MILWAUKEE, OCTOBER, 1902.

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their advertisement was seen in the  
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thereby oblige not only this paper, but  
the advertisers.

## Editorial.

RUSSELL VS. KERN.

WE are informed by the at-  
torney for the Millers' National Association that the plaintiff has given notice that the demurrer filed to the Bill of Complaint has been set down by the Court for argument on or after Oct. 31st.

### THE MILLERS' NATIONAL INS. CO.

THE executive committee of the Millers' National Association at their late meeting decided to advise all members of the association, holding policies, to concentrate their proxies into the hands of one person in each state, suggesting the president of the State associations. We would amend that suggestion by advising that all proxies be sent to the president of the Millers' National Association, as there are many policy holders in States having no organization—in which case the president of the National would be the person they would naturally wish to act for them. The fewer proxy holders the greater uniformity of action could be expected.

IN our last issue reference was made to the charges appearing in the *Chicago Herald* of Sept. 17th against Senator Washburn and C. A. Pillsbury. This subject has received very general ventilation in the milling press, and regardless of the politics of the several editors, comment has been uniformly

in the direction of condemnation as to the course of the *Chicago Herald*. We did not enter into a discussion as to the truth or falsity of the charges; they were so manifestly a piece of manufactured campaign literature that no one was likely to be deceived. We are surprised that Mr. Pillsbury should have stooped to notice the barking of such a "yellow dog."

### A GREAT MILLING CENTER.

THE Minnkota Milling Co. is another addition to the great cluster of mills being located at the head of Lake Superior. If all the plans are carried out which are now contemplated, Superior, Wis., will be the greatest milling center of the world. There is already under contract or in contemplation of building a capacity of over 20,000 barrels per day. This will require daily nearly 100,000 bushels of wheat and nearly 300 tons of coal, giving employment directly and indirectly to over 3,000 hands. All these mills are to be models of their kind and of the most modern type. They will include the improved systems brought out in recent years—the result of experience as to economy in yield per bushel of wheat, consumption of fuel and cost of labor. These mills are nearly all to be of over 1500 barrels capacity per day, consequently will be able to turn out flour at the minimum of expense per barrel. Although operated by steam power, their location enables them to secure fuel so cheaply that they can compete successfully with any water power unfavorably located—as most water powers are not only unfavorably located, but the rentals and expense of keeping them up more than balances the cost of steam. When these mills are completed, Superior will not only be known as the model mill city of the world, but its output will be sought after, making it a great wheat and flour market.

### AN OPEN LETTER TO "WILLIE"

My Dear Willie:—I observe from reading the last issue of the *Northwestern Miller* that you have returned from your European trip. I knew by the gleam of your tomahawk, as you hacked away at what you are pleased to term "the decayed Millers' National Association," that you must have returned. Willie, did it ever occur to you that the majority of the men, who do not think as you do, continue to support the association, paying their dues and assessments promptly, are among the foremost business men of the country, are able to manage their own, and whose honor, integrity and ability you may never hope to acquire, and who

look upon your feeble but cantankerous rantings against them and their organization as the effusion of a diseased and disordered brain? Just stop and think of it a moment, dear boy! They don't ask anything from you; they pay the bills and reap the benefits. If there are no benefits, the Loringa, Pillsburys, Sandersons, James, Church, Hurd, Kerns and a host of others, will be apt to find it out and refuse to be "decayed" any longer. You claim you "have been asked by a correspondent to define your position in regard to the Millers' National Association." Don't flatter yourself, dear boy, that any one cares as to what your position or mine may be regarding the association; there is ability enough in the membership to manage their affairs without your aid or mine. I know it grieves you to think it, but you have to admit it. Of course you can and are making yourself obnoxious to your readers in thus prostituting your journal into abusing gentlemen that are your superior in all that goes to make up a true gentleman. Now, Willie, when you undertook to answer your correspondent, why did you not write him a personal letter, give him a truthful statement, admitting that you were so constituted by nature that you had only abuse for any and all things that would not "dance as you whistled." It would have saved your going before the public with statements you know to be untrue and unworthy to appear in a journal catering to intelligent readers. In a private letter, you could have told him that ever since the Executive Committee decided to treat all the milling journals alike, and doing away with an "official organ," you felt humiliated; it interfered with a pet scheme of yours—to make the *Northwestern Miller* the "official organ" of every association of millers which you could induce to pass the necessary resolution to that effect. And, while you were about it, Willie, you should have written him how disappointed you were, when you got Johnnie to write a large number of letters to influential millers, requesting them to write members of the Executive Committee urging your appointment to the secretaryship of the association, but, as they concluded your ability as a "scheming advertiser" was of such value to Mr. Palmer, they were not willing to cripple his journal by depriving him of such signal and valuable ability—even if you did claim afterward it was only a "bluff to bring Mr. Palmer to time." Now don't accuse Johnnie of "giving you away"—he didn't mean to—and the seventeen letters written in your behalf showed an earnest effort on his part. But the fact was, your case was duly canvassed, but you lacked votes. Now, Willie, you have claimed you originated the "Millers' League" and was the means of raising \$14,000, etc. You could have told your correspondent that your statement as published was a fancy sketch and should not be construed literally. While there was a semblance of truth, it was mostly romancing. Own up to him that the only part you originated was the name "Millers' League," which name, wiser heads than yours concluded was harsh and inappropriate, and that "Millers' Tracing Bureau" was a better and more appropriate name; that you had but little to do with getting up the \$14,000 guarantee fund, that the most of it was signed on blanks sent out by the secretary of the Millers' National Association; that you requested the said secretary to, and he did, send you his list, amounting to some ten thousand dollars, in round numbers; that you would "be glad to have the list to include with those already published."

Why not tell him you did not originate the plan, you did not own it, that your claim to it was second-handed. You did tell him the association was a "sham and a fraud," "it is decayed," yet it "exists on wind and sham," "on misstatements," "broken promises." Oh, Willie! "You make me tired." You'll never be anybody if you keep driving this way. Be a man; hold up your head and tell the truth. Why did you ask him, "if the *Northwestern Miller* ever betrayed your trust?" Ask the Wisconsin millers, now being sued by Russell; ask the numerous victims who have been "roped" into various schemes to advertise the *Northwestern Miller*—the voting scheme for a trip to Europe, the Russian famine, the Cuban expedition, the honorable men, abused because they refused to vote public funds to forward your advertising schemes. Willie, you are not a good representative of your high and honorable calling. Well may you say, Willie, that "you owe no allegiance to a defunct, broken down, collapsed organization, simply because it is called a Millers' Association by the few who now control its destinies and are rapidly destroying what little life is left in it"—the poor thing. Willie, is this your last kick? You remind me of a little terrier I once owned—he was a blonde, too—he watched at a pile of logs for two days for a mink that had taken refuge therein, finally Mr. Mink came out and the terrier, with the aid of the hostler, killed the "varmint" and he was laid on a beam in the carriage house. Every time anyone drove in he was expected to throw Mr. Mink on the floor and the terrier, always ready, would go through the shaking-up process the same as if the mink was being killed over again. Now, Willie, you know, first, the Tracing Bureau is a great success, notwithstanding your efforts to block it by writing to eastern railroad agents and others, derogatory statements concerning it; you know, second, that but a small "portion" of its support comes from a few Milwaukee millers; your statement to the contrary notwithstanding; you know, third, that this journal is not an official organ of the Millers' National Association or any other association; you know, fourth, that, notwithstanding three delegations from your office have visited Milwaukee to buy this journal,—it still remains free and independent.

You know, fifth, that your statement, connecting the officers of the association with the bringing of the Russell suits is a false one, and unworthy of credit by any one. I will say to you, frankly, Willie, that it has been my own private opinion that the Kern suit would not come to trial but as you will see elsewhere in this issue the attorney has given notice of trial. I admit I was mistaken. It now looks as if they intended to push all the suits. Still I shall be surprised if the Kern suit is pressed, for the reason that it would cut off any income they might secure through their bulldozing operations, by delaying this suit and threatening others. This is only my individual opinion and not an opinion of the association. And now, Willie, I am sorry that such a bright intellect as yours could not be put under the control of a trained master that would properly develop it, smoothing off here, contracting there, enlarging where needed, most particularly the bumps of truth, charity, dignity and love—other than self. Under such expert training I would expect to see you one of the foremost young journalists of the country. But Willie, space forbids; I must leave you. Hoping for the best, but fearing the worst, I subscribe myself, your friend, YR EDITOR.

## Correspondence.

[The following letters are all from our own special correspondents, and reflect their views and the views of the trade in the location from which they write.]

### NEW YORK.

Dull, Featureless Markets—Wheat depressed by Corn in face of Strong Statistical Position—Flour refuses to follow Wheat—Effect of City Mills' Consolidation.

It would take a vivid imagination to extract much of interest from the flour market of this city, for the past month, though it has once or twice come out of its Sleepy Hollow and rubbed its eyes and looked at the wheat market, only to "go in its hole" again and "pull the hole in after." The grain markets have shown a little more animation; and, occasionally, a stronger tendency in wheat. But receipts have been too large, export demand too small, though improving, and stocks too heavy. At the same time, corn has been a drag on wheat, instead of being a lifting power as for months, since the crop has matured without frost damage, and gives promise of exceeding former estimates. The cholera influence in depressing prices, disappeared toward the close of September, and with it the tendency to Bear these markets, and some of the heavy weights of the Chicago Board of Trade had loaded up with December wheat, on the belief that it had been unduly depressed by that scare, and would make a more or less sharp rally when cholera disappeared. This, with not over-favorable reports of spring wheat threshing, and too dry weather in Illinois for seeding of winter wheat, enabled the Bulls to lift the wheat market slightly, after the removal of this Bear influence. But the advance was met with such heavy realizing sales and continued big receipts, both of spring and winter wheat, that the rallies were short-lived, and were succeeded by a return of the Bear feeling and a reaction, on the conclusion that it is yet too early to bull wheat, notwithstanding values as low as during the three years of bottom prices previous to the last two, which were believed to have been passed, never to return, and, also, in face of the belief that this year's world's crop has been overestimated, as last year's was underestimated. Nor was this all the Bulls had to encourage them. The Russian stocks and crop, as well as Indian, and the prospects for the next, all favored better markets in Europe, and a better export demand, as stocks in Western Europe are not as oppressive as has been represented, while the Continental demand in the English markets is better than has been reported. It is also evident, from recent reports, that owing to the social or land sys-

tems in Russia, or both, that country will be a less formidable competitor in the future, as a wheat grower. Statistically, therefore, the market ought to have advanced before this, just as it should have remained up a year ago, on the statistical position. Yet with the too recent illustration, on the part of European importers of wheat, that "he who bets on statistics will go broke," there has been no body bold enough to hold the market by additional purchases, although there are several Chicago operators credited with being long 2,000,000 bushels December wheat apiece, including Fairbanks, Kent, Baldwin & Farnum and others.

Since the cholera embargo was lifted on Atlantic steamships and trade, there has been an improved demand for both wheat and corn for export, as ocean freight facilities have been restored to their normal conditions. But the demand has not included flour as yet; and, except for a line of 12,000 sacks sour superfine spring at \$1.75, in the middle of September, there has not been an important trade for the European markets reported here. The free arrivals on the other side, have either been of old purchases or of through shipments from the western mills. Whether these have consisted of sales or consignments, is a question that can only be answered by the western millers. One thing is certain; if they are new business, they must have been at lower prices than these same millers have given their New York agents; or, these millers have been able to get lower rates of through freight, or both. Probably both, as usual, and consignments, as well. At all events this is the belief of the New York dealers, who have had little to do but sit and "suck their thumbs" and look at the clearances from this and other ports, to which they have contributed but an insignificant proportion.

This does not apply with equal force to the New York City mills, some of which have a regular trade on their Patents with the great Co-operative Society of England, to which they make regular weekly shipments as well as to the West India Islands, whose trade they still hold to a large extent, notwithstanding the monopoly formed by the City mills in their West India flours, in which the competition has been hitherto very sharp, to stop which the consolidation was chiefly effected. What effect this will have on their trade, it is too early yet to see as the consolidation has only been in operation a little over a month, during which time the price has been quoted at \$4.25—the same as before, although there have been pretty well-founded rumors of recent rates

at \$4.10. But as there is no body "left" now to tell on each other when the price is cut, there is less opportunity to confirm such reports. It is said, however that the western winter wheat receivers are working this field with renewed vigor, since the cutting between the City mills has been stopped, and although they are also very reticent about such sales, and refuse to say if for export, it is believed that the difference in prices of good winter straights at \$3.85 @ \$3.90 and City blended clears at \$4.10 @ \$4.25, is sufficient to create quite a diversion in trade to the former, while clear winters can be bought all the way from \$3.25 for common to \$3.75 for fancy in bbls. It is to these straight winters that business has been largely confined, during the month, so far as sales of winter grade brands have been concerned though generally credited to jobbers, who have also taken old spring patents moderately, on the spot at old prices, and sparingly of spring Bakers' at \$3.25 chiefly in bbls. for the latter and at \$4.50 @ \$4.60 for standard to choice brands of the former, while fancy brands have ranged from \$4.65 to \$4.85 to the grocery trade, while those not sharing in this grocers' distribution are unable to obtain much more from the jobbers than they can obtain choice brands at, viz: \$4.60 @ \$4.65. In low grades there has really been little doing to establish any material change during the month, so far as sack spring wheat flours are concerned, while winter low grades, like the higher grades are quoted within the same ranges as a month ago, though the outside prices have been more difficult to obtain except on the little flurries in wheat, when old prices could be more readily obtained but no advance; after which concessions, to all, in any amounts have been necessary, although it must be admitted that there has been an unusually small amount of pressure to force sales, so far as has been reported, on sound flours, City mill patents have ranged with Minneapolis brands, and Duluth brands are claiming the same prices, though for less known brands of newer mills, on the ground that Duluth mills draw their wheat from a better section and that their flours are from No. 1 Hard wheat, while Minneapolis are from No. 1 Hard and No. 1 Northern mixed, and our City mills from No. 1 Northern and No. 2 Red. It is true that several of these new Duluth brands are able to command the same prices as the old Minneapolis brands, excepting Pillsbury's, which has the advantage of the Grocery trade, such as none other western brand commands.

Rye Flour has dragged on along the same old \$3.40 @ \$3.75 basis for old and new, or mixed and pure rye.

The Buckwheat flour season opened with free demand for fresh-ground from old seed, but the supply soon exceeded the requirements of comparative warm weather and closes at \$1.50 @ \$2.00 for old and \$2.10 @ \$2.25 for new.

Corn products have been demoralized by the heavy decline in corn, after being held up for months by an absolute dearth of that staple. Now prices are made in competition with other feeding stuffs, and corn meal in bags is selling at \$1.00 @ \$1.02 100 lbs., and kiln-dried in bbls. at \$2.90 @ 3.15.

Mill Feed is also easier and more plentiful at 70 @ 75c. in round and jobbing lots, 40 and 60 lbs., 75c. for 80 lbs., and 90c. @ \$1.00 for 100 lbs. and sharps. The City mills supply the bulk of the trade and make prices as quoted.

N. Y.

New York, Oct. 8, '92.

### BUFFALO.

THE Buffalo City and Queen City mills continue the even tenor of their way, running about full capacity, the business being left largely to old and trusted employes, the "lone fisherman of St. Johns," and the president of the Oakfield Artificial Manures Co., limited, devoting most of their attention to the respective interests mentioned. Great luck seems to attend them.

Mr. George Urban is another Buffalo miller, who has his business so well organized, that he finds time to run the politics of this section from a McKinley stand point, with the occasional assistance of Signor G. Jasz Janlusz and Col. Morgan, collector of the port of Buffalo. The latter, it is said, some time ago, asserted that were it not for the tariff on wheat, the Atlantic states would be flooded with foreign wheat, "the product of pauper labor" and an "effete soil," to the exclusion of the Western states crop. Verily! great is McKinley and his prophets—in politics.

In fact, when you come right down to it, every Buffalo miller rides a hobby, some more expensive than others, but all "hobbies."

Mr. A. R. James has one of the expensive kind, but as it requires a "gift of gab" to keep the thing a going on, it is none the less costly—to others. Mr. James is the *adilum tyadilum* of the Newboys' Home, a charitable institution whose patrons—principally patronesses—give all they feel able to, and then make others chip in the rest. Now Mr. James' duties, as he understands it, is to get his brother millers to contrib-



ute the flour necessary for the maintenance of life in the "wee frail laddies" who make their home there. He succeeds every time. As an addenda, I would like to say, that Mr. James is not now in politics.

Then there is Mr. George McDonald, the Tonawanda miller, who has an antipathy which bodes no good to breakers of the law in that little hamlet. Especially is he down on that innocent pastime, cock-fighting, all because a gang of the fraternity used his wagon shed for a main, one night. There are many others which can be left for a future time.

One of the fag ends of the Sherman troubles, in the shape of a claim for shortage, by Harvey & Henry, against the Dakota elevator, has been referred to a committee, consisting of Mr. S. S. Brown and Major J. G. Heinold.

The death of Edward S. Dann, bank wrecker, at his own hands was a relief to the members of the Merchants' Exchange. Nothing could be gained by his imprisonment, and it was better thus. Several of our grain merchants were quite heavy losers, but nevertheless inclined to take a humane view of his villainy.

Col. Wolcott will be the next nominee for president of the Merchants' Exchange. In the absence of Mr. Scatcherd, or vice-president Newman, he is always called upon to preside, and during the past six months he has been virtually president of the Board.

The power leased to the Soo Paper Company, at Niagara Falls, will be \$9 per horse-power per year, the company putting in its own wheel. Three 1000 horse-power wheels will be tried first.

When Chauncey M. Depew was asked what he considered the greatest phenomenon of the next ten years, he replied: "The wonderful development of electricity." We, in Buffalo, stand to-day in the glow of this great power and hold the key. In a few months the great tunnel will be producing power, and with its transmission to this city will come renewed business activity and work shops, which the cheapest power on earth will surely bring, when once the ideas of the electrician have been demonstrated. The prospects of Buffalo, not only as a manufacturing center, but as the largest and cheapest milling point in the world is almost assured.

I am not "booming" Buffalo. Look at her commerce. Is there anything on earth to compare with the progress, steady, reliable increase during the past ten years? Look at it this season to October 1st, as compared with the last decade:

Flour.	Grain.	Grain, incl. flour.
1880... 5,574,445	92,344,812	125,218,897
1890... 3,100,364	84,361,726	87,462,090

Could anything better indicate the growth and importance of lake shipping and Buffalo as a distributing point?

The increase in receipts of flour this year, as compared with last, is nearly 2,500,000 barrels, and of grain, including flour, 25,000,000 bushels.

But see how the railroads have outstripped the canal in the strife for business for the season to October 1st:

	1882	1891	1890
Railroads	50,463,537	48,863,387	28,722,871
Canal	30,444,754	24,420,004	25,377,118

Of coal, the lake carried to western ports for this year, 1,797,900 tons against 1,623,300 tons last year.

All this flour received by lake, excepting 27,000 barrels. It must have taken 33,000 cars to carry this flour to the East.

Up to date, there are as near as can be ascertained, 300,000 barrels of flour in the different storehouses at this port. This is a reduction of 100,000 barrels from a month ago. The accumulation between this and the closing of navigation, it is estimated, will be at least half a million barrels and sacks. The canal centennial will occur in the city October 19th. From the amount subscribed by the merchants here, it is doubtful whether the celebration will be worthy of such an important event, as the beginning of what, even now, would be considered a great undertaking.

Mill feed is dull and lower. Instead of the good demand expected, the continued heavy luxuriant grass crop has caught speculators in this commodity with liberal supplies on hand, and prices are going down in spite of their best endeavors to keep them above a loss.

The millers in Wyoming and Genesee counties are fighting the salt companies on the ground that they pollute the waters of the streams running their mills.

The Duluth Imperial Mill Company is bringing down whole cargoes of flour, but appears unable to keep a sufficient quantity here to meet the local trade.

The cholera scare is now a matter of history, and our frightened millers will take courage to again pile up stocks of flour. Every mill has been going fully, with the exception of a week's shut down at the Falls, on account of repairs to the canal. Several threats to clean up the stocks of wheat on hand have been made by millers during the past month, but immediately after such expressions it was noticed that a little more wheat was wanted, several fresh orders having been received.

No. 1 hard wheat, old, has been selling here the first week in October at 85 cents against \$1.05 last year, and patent spring at \$4.50 against \$5.50

last year. It took our millers a long time to make up their minds to run on new wheat, but scarcity of the old article and consequent high prices forced the change. New wheat prices are very weak, especially for No. 2 northern, which would not sell at 5 cents under Chicago, December price. The quality of the new crop is poor, as compared with the old. Winter wheat patents have dropped 20 and 25 cents, and are now selling at \$4.20 and \$4.30.

The propeller Gilcher brought down from Duluth 113,888 bushels of wheat, the largest cargo ever delivered at this port. In times gone by this would fill what was considered a big elevator. The flour record was also beaten this week, the Gilbert bringing down 38,054 barrels, or 10,000 barrels more than the last big cargo.

Pillsbury's Best flour is selling at retail here at \$5.25 per barrel. This is 25 cents per barrel cheaper than the Buffalo made brands, but still our millers find no trouble in getting their price, and Pillsbury isn't doing much, either.

Mr. F. J. Sawyer has returned from his vacation looking much improved.

Mr. Stewart Murray, of Minneapolis, is agent of the Northern Steamship Company here.

There is a great shortage of cars for the transportation of grain and flour for Buffalo elevators and storehouses. Grain dealers are complaining bitterly. The only cars available, are those built and used exclusively for the grain trade between the seaboard and Buffalo, and the supply of these, owing to the great traffic, is also light. The canal is, of course, reaping the harvest, and freights are 4½c on wheat, with prospects of a 5 cent rate before the middle of the month. The elevators are also becoming filled, and there is danger of another blockade, unless the roads let up taking through rail stuff. This, in all probability, they will do, as the experience of last year's blockade and suits for damages taught them a lesson which they cannot forget.

The lake line managers have again resolved to restore east bound rates, and to abolish all special rates. It's the same old tale.

What a terrible shrew that Northwestern Miller chap is. But I would like to inform him, that as far as Buffalo millers are concerned, the verdict sets him down as an unmitigated ass. That's plain language, I know, but if I would use the exact terms applied to him, you would not print them; if you did, it would surely make his cheek of brass put on a leaden hue. How the

Minneapolis millers can stomach him is beyond comprehension.

This is the greatest convention town on earth. Conventions of one kind or another have been held here every day for the past three weeks, and sometimes three in one day. The last great meeting was the Real Estate Convention, and in the language of the sport, it was a hummer, closing with a speech by Col. Ingersoll on Progress. He delighted his audience. Many portions of his speech were worthy of reproduction, but the following was considered magnificent:

He said that all heat and all motion were due to the sun. The sun kissed up the dew into clouds, rain fell, brooks flowed into rivers, rivers into the lakes, the lakes poured their waters over Niagara's precipice, man snatched power from the water and made heat and light. It was a perfect circle, from heat to heat, from light to light. Buffalo, he predicted, would be one of the greatest manufacturing cities in the world.

During the last half of September the perch fishing at Lewiston, near the Falls, was unusually good, and most of the flour and grain men "took a day off" to enjoy it. One of the most notable parties was composed of F. J. Henry, Major J. G. Heinold, Alexander Mann and H. G. Falke, the great baker. The catch of this jolly crowd was so great, that fishing was no good for several days thereafter. Mons. Henry distinguished himself, on this occasion, by his splendid rendering of his national anthem, "The Marseillaise." Those who have heard him sing say he does not.

It is reported that the fishers organized a club, to be known as the "Great Brain Food Club," with the following officers: President, Major J. G. Heinold; commissary, H. G. Falke; chemist, Alexander Mann; chaplain, F. J. Henry.

Mr. Chas. E. Benedict, for some years with Harvey Bros. and the Niagara Baking Co., and more recently in the real estate business, is now actively engaged with the Oakfield Fertilizer Co. in a responsible and highly remunerative capacity.

Mr. E. G. S. Miller, of Urban & Co., and manager of the largest brewery in Buffalo, has been nominated as presidential elector on the democratic ticket, to fill the vacancy caused by the declination of Charles A. Sweet, the banker.

Mr. C. Louis Fritz, the genial financial manager for Harvey & Waters, flour, grain and seed merchants, is coming to the front as a stockholder in a Fertilizer Manufacturing Co., and also driving a rattling trade in cut clover hay and poultry supplies. Success to him.

BUFFALO.

Buffalo, N. Y., Oct. 10, 1892.

## DULUTH.

THE past month, in the milling industry at Duluth, has been distinguished by the largest output of flour in our history as a milling center and the further probability that the mills will surpass this month's work during October. There has been a fair demand for flour and the mills, during the last two weeks especially, have been turning out more flour than ever before.

A new engine has been placed in the Connor's Point plant of the Duluth Roller Mill and the capacity of that mill will soon be brought up to that of the main mill, making the combined output about 1,800 barrels a day. The demand for the flour is best in the home market, which apparently lacks any great snap or life but, nevertheless, there has been sale for about as much flour as has been ground and every rise in price of wheat and day of strong markets in wheat, seems to greatly encourage the flour buyer.

The movement of grain to Duluth has been smaller than it was at a corresponding time last year, but it seems larger in proportion to the size of crop of the Northwest than in 1891. The agitation which has been started against the elevator men of Minneapolis by the *Chicago Herald* and *St. Paul Globe*, charging Chas. A. Pillsbury and others with a systematic and long continued attempt to cheat the farmers of the Northwest in prices of wheat and in allowances of weight and dockage for dirt, seems to be a card for Duluth and water transportation to the eastern market. Although the investigation of this matter by a committee of the state legislature, a year ago, failed to reveal any systemized stealing of the kind alleged by the *Chicago Herald*, the publications seem to have some weight among the farmers, because the search light at that time was thrown on Duluth and not upon Minneapolis, where, under the new charges, the hidden darkey seems to be concealed. There has been a great deal of clamor, this season, by farmers for cars to ship their wheat to Duluth and they have not been able to get them without waiting, because it was impossible for the railroad companies to supply the demand. When, on account of the condemning of a bridge on the Great Northern road, on their main line to Duluth, they were unable to bill wheat to this point for several days, a universal clamor reached here from Dakota and telegrams poured in here asking for assistance in getting wheat to this market. The bridge has since been repaired and things have resumed their normal

footing again. That which has made this controversy most interesting to Duluth and which will have most influence among the grain growers of the Northwest is an interview with W. W. Erwin, of St. Paul, who was attorney for the grain growers before the legislative committee to investigate the Duluth elevator systems. He said:

More wheat is collected on the influence of Duluth and Superior ports than in any other place on earth, while the amount now gathered is to be increased in the near future to over 400,000,000 bushels of wheat annually. The capacity of the Red river valley alone is 150,000,000, while north and west lie the area of ten vast states of wheat growing districts which will produce hundreds of millions of bushels. This soil is unique for wheat production. It is the same in character as that of Odessa, which has grown wheat for three centuries.

At Winnipeg a government farm has grown already over sixty crops of consecutive wheat plantings successfully. The vast railroad systems of the Great Northern and the Northern Pacific are now established in the wheat center. They will develop the industry of wheat production with a rapidly undreamed of. Here on this shore Europe will buy her breadstuffs. She will buy the wheat here on this shore, not in Chicago nor in New York, but here at Duluth and Superior.

He claimed that wheat was not bought here now by importers in England, because the market is not natural as yet. The market is controlled by dealing in futures in the city of Chicago. The investigation committee, by evidence taken before it established the solemn fact that the practice of selling wheat not in existence in the market in Chicago by vast volume of one hundredfold in excess of the actual wheat. A vice which has been permitted to grow so powerful that it overthrows God's law of supply and demand. This vicious and unrestricted practice has overpowered the force of demand by false supply so that the price in wheat necessities of the gambling trade fixes a price and value. Old value caused by demand is powerless before the millions of capital.

The intelligence of the country will demand prohibition of false option selling, and then trade in wheat left to open competition will establish itself at your Lake Superior ports. Wheat values will cease to fluctuate. The price of wheat lands will steadily rise and an era of prosperity never before known will set in around the Northwestern farmer. Wheat will then be sold at Duluth to Europe, and as it will require about a year to distribute the crop it will necessitate an increased local bank capital of over \$200,000,000, which steadily employed in this holding and distributing of the wheat crop will render finances of the Northwest independent of New York or London, and commercial and fiscal freedom be first established in a purely agricultural region.

This interview has been widely quoted and commented upon and, although over sanguine, will have influence in determining the future of Duluth as a wheat and flour milling center. The Duluth Roller Mill, during the latter part of September was unable to fill out its orders for flour, although both mills were running to their full capacity. This is true also of

the Imperial mill in face of the fact that the railroads have two and a half times more wheat in store than they had a year ago at this time. Most of this flour, however is in transit to eastern markets.

Following are closing wheat prices on each Wednesday of each week since Sept. 21:

Cash.	October.	December.
hd. 1 north 73½ 71½ 74½ 72½ 75½ 73½	hd. 1 north 73½ 71½ 74½ 72½ 75½ 73½	hd. 1 north 76 73½ 76½ 74 77½ 75

Following is a flour statement for past three weeks (figures for this week not yet being available):

## PRODUCED AND SHIPPED BY MILLS.

For Week Ending	1892 Rec'ts Bbls.	1891 Rec'ts Bbls.	1892 Shipments Bbls.	1891 Shipments Bbls.
Sept. 17.....	20,408	17,001	9,158	11,829
Sept. 24.....	27,297	17,126	26,239	20,670
Oct. 1.....	38,501	13,675	27,078	24,453
Oct. 8.....		17,132	10,506	

## RAILROAD RECEIPTS AND SHIPMENTS.

For Week Ending	1892 Rec'ts Bbls.	1891 Rec'ts Bbls.	1892 Shipments Bbls.	1891 Shipments Bbls.
Sept. 17.....	186,063	87,122	87,359	93,429
Sept. 24.....	131,558	71,904	138,746	79,036
Oct. 1.....	126,070	97,753	138,547	65,639
Oct. 8.....		104,398		77,589

Flour in store end of each week for 1892 and 1891 was as follows:

	1892	1891
Sept. 17.....	219,087	81,628
Sept. 24.....	210,912	70,772
Oct. 1.....	215,868	94,216
Oct. 8.....		127,864

The receipts of wheat here in the last three weeks have been large, while the shipments have also been large. During the week ending October 1, the increase of wheat at this point reached the unprecedented figure of 927,129 bus.

Following is a statement published October 1, showing the stocks of grain in store:

	Bushels
No. 1 Hard wheat.....	305,567
No. 1 Northern wheat.....	1,744,627
No. 2 Northern wheat.....	513,532
No. 3 spring wheat.....	70,555
No grade spring wheat.....	224,596
Rejected and condemned wheat.....	105,156
Special bin wheat.....	181,159
Total wheat in store.....	3,254,431
Increase during the week.....	927,129
In store this date last year.....	1,561,111
Increase for the week last year.....	358,140
Stock of rye now in store.....	18,576
Increase of rye during the week.....	3,947
Stock of barley now in store.....	7,499
Increase of barley during week.....	7,498
Stock of flax seed now in store.....	4,048
Increase of flax seed dur'g week.....	2,841
Wheat in store at Minneapolis.....	2,990,285
Increase wheat at Minneapolis.....	7,355
Corn in store at Minneapolis.....	5,576
Barley in store at Minneapolis.....	8,833
Oats in store at Minneapolis.....	58,491
Flax seed in store at Minneapolis.....	12,108
Sept. 24, wheat in store.....	2,227,302
Sept. 19, wheat in store.....	1,927,591

The increase in wheat in store from October 1 to October 8 is large, amounting to about 400,000 bushels.

The movement in grain and flour for the month of September was large, but was much less in wheat on account of the lateness of the season than a year ago.

The flour production and shipment were much larger than a year ago. Following are the figures:

## RECEIPTS.

	1892	1891
Flour, production, bbls.....	80,374	80,477
Flour, received, bbls.....	490,556	383,250
Wheat, bus.....	5,647,105	8,191,081
Corn, bus.....	34,385	23,042
Oats, bus.....	35,448	19,689

Rye, bus.....	22,206	15,348
Barley, bus.....	654	14,653
Flax seed, bus.....	46,703	7,923

## SHIPMENTS.

	1892	1891
Flour, bbls.....	551,310	474,180
Wheat, bus.....	3,633,794	6,410,370
Corn, bus.....	34,385	23,042
Oats, bus.....	27,760	19,689
Rye, bus.....	16,199	15,822
Barley, bus.....		22,167
Flax seed, bus.....	30,719	3,431

The Heidenreich Company, of Chicago, have secured the contract for the erection of a new 350,000-bushel wheat elevator for the Imperial mill, which will give that mill an elevator capacity, altogether, of about 600,000 bushels of wheat.

The Northern Mill Company, of which I wrote you in my last letter, has changed its name to the Minkato Milling Company, owing to the fact that a lumber concern of Minneapolis bore the same cognomen.

The company is capitalized at \$100,000, and the limit of its indebtedness is the same. The incorporators are B. C. Church, president; A. S. Thomson, vice-president; Thos. Cullyford, treasurer; Roy R. Wilson, secretary, and W. S. Scott and H. A. Wheeler. The company were anxious to secure a free site, but the Duluth Chamber of Commerce finding out that they were Duluth men refused to bonus them, and some sarcastic speeches were made in the Chamber about the audacity of the new concern in asking such a bonus, because they were Duluthians. It is understood that West Superior will give a liberal bonus, besides a free site, if the new mill is located there, and it is believed that there is where it will eventually go.

Vessel rates for shipment of wheat from this point to Buffalo have been steady and firm during the month, most of the time at 3½ cents. This was mainly owing to large demand for vessels to ship lumber and ore from this point, and also to the brisk Chicago demand for tonnage at stiffer prices. There has been, however, a reduction of charges for switching by the terminal railways of from 25 cents to \$1 per car, which is well received by grain and flour men. The reduction of freight on wheat of from 1 to 8 cents a hundred from the Red River Valley and Dakota points by the Great Northern roads, which compels corresponding rates on competing roads, is considered a movement in the right direction, and to the advantage of the Northwestern farmers. RALPH MCKENZIE.

Duluth, Oct. 9, 1892.

## SUPERIOR.

SUPERIOR is growing as a milling center. The latest addition to our flour mills comes from Duluth. The proprietors and stockholders of the Minkota mill, all of whom



are Duluthians, have decided to locate their mill on the Hughtt Slip, across the slip from the Freeman mill, in the rear of the Russell-Miller plant. The new mill will grind about 500 barrels of flour per diem, and will be managed by the present managers of the Imperial mill at Duluth. The contracts for the machinery have all been let, and the contracts for the erection of the mill will be let Friday of this week. All the mills of which I have written you are being pushed to completion as fast as possible. There are none of them mills on paper. Everybody believes in Superior, and have sublime faith in the flour milling industry at this point. There has been a good deal of inclination on the part of the *Northwestern Miller*, and other milling journals, published in rival cities, to belittle the prospective flour milling industry at the head of Lake Superior, but they are reckoning without their host, and will discover that fact to their sorrow some day in the near future. The foundations of the Listman mill are practically completed, and the piles are all driven for the Todd mill, ready for the laying of the foundations.

The walls of the Lake Superior mills are up, and will be partially roofed before the end of the week. The machinery is practically all placed in the grain elevator of the Lake Superior mills, and the representatives of the E. P. Allis Co. will begin putting in the engines and boilers this week, to supply the power for both the elevator and the mill. The Freeman mill is now turning out considerably more than 1,600 barrels of flour a day, and is finding a good market for its entire product. The Superior roller mill is turning out 400 to 500 barrels a day, making a combined production of over 2,000 barrels a day for West Superior.

The rapacity of the insurance companies has caused them the loss of considerable business here on flour mills. The Freeman mill carries from \$150,000 to \$200,000 insurance, and for this insurance underwriter McLeran, of Duluth, imposed a rate of 4½ per cent a year. The milling company refused to accede to any such exorbitant rates, and procured a blanket policy from New York at about half the price.

Work on the Dakota elevator, for the farmers located near the Lake Superior mills will, commence shortly.

Secretary George, of the Superior Board of Trade, has begun the issue of a market report, which does great credit to that commercial body. There

is going to be a fair demand on this Board, from this time on, in cash car lot wheat, and it is expected that this Board will do an enormous business in cash wheats when all the flour mills are running.

It is expected that all brick work will be completed on the Lake Superior mills during next week, and that the plant will be in operation by January 1, 1892.

The Superior Board of Trade is profiting by the row in Duluth, between the receivers of car lot wheat and the elevators, who, are of course, anxious to have all wheat go into store, so that they will receive storage rates upon it. The commission men, who are anxious to sell their wheat on track at once, in order to realize from it, are unable to do so, on account of the fact that some of the millers prefer to buy wheat out of store. The result is, that the commission men are obliged to pay tribute to the elevator men. Superior being purely a sample market, will largely profit by this state of affairs.

Among the latest great enterprises, which have been completed here, due to the labors of Captain McDougall and the American Steel Barge Company, is an immense dry dock, 500 feet long, which is a great assurance of help, in case of the disabling of any vessels in the grain and flour carrying trade.

The receipts of flour by railroads here, during the last three weeks have been very large, while the shipments have not kept pace with the receipts of flour in transit. The result is, that there are nearly 220,000 barrels of flour in store at the head of the lakes. The production of flour here is very large, and the output is gradually increasing on the mills already grinding. It will be January before any more of the new mills get to work.

The government crop report, which came out yesterday, was a genuine surprise to the trade, and "knocked the stuffing clean out" of prices. On the general average of percentages for the different states, and the number of acres under wheat planting, I figured out that the wheat crop of the United States would be 515,000,000 bushels. It was believed, by the best informed men in the trade, prior to that time, that the outside production would be considerably less than half a billion bushels for 1892. The report was at least 20,000,000 bushels larger than they expected. Taking this report in connection with the fact that the world's wheat, visible now, is 131,663,084 bushels, against 111,414,574 bushels this time last year, and no European famines

now in sight, and the most chronic bulls are beginning to look sick. "WHALEBACK."

Superior, Wis., Oct. 12, 1892.

## MINNEAPOLIS.

THE annual election of our Chamber of Commerce, which occurred Thursday, Oct. 6th, created unusual interest. The attack made by the *"Chicago Herald"* and copied by the *"St. Paul Globe"*, on the Elevator companies, which have their headquarters at Minneapolis, and which was particularly bitter and personal in its charges against Mr. Chas. A. Pillsbury, the head of the great milling firm, The Pillsbury Washburn Co. was the cause of an almost unanimous request by the members of the Chamber, for that gentleman to accept the nomination as president of the Board. This request was due to the general feeling of indignation on the part of the members of the Board, irrespective of their political bias, and their desire to express their entire confidence in Mr. Pillsbury's honor and integrity, which the *"Herald"* has attempted to impugn for political capital, and to influence the vote of the northwestern farmers. Mr. Pillsbury's unanimous election was a complete refutation of the *Herald's* attack in so far as the opinion of both friends and foes politically and otherwise, may be considered a vindication. Mr. Pillsbury's views on the "Anti-Option" bill are so strongly antagonistic to those of nearly all the other members of our Board, that his election to the presidency of the Board is all the stronger, as an endorsement of his character as an honorable business gentleman of the strictest integrity in all his transactions.

The contest for the secretaryship of the Board, also aided in calling out an unusually large vote. Over 100 more votes being polled than at any previous election since the organization of the Chamber, and resulting in the re-election of the present venerable incumbent, Mr. C. C. Sturtevant, by a large majority. So large a vote of outside and non-active members was polled in this contest, that it will probably result in a change in the rules of the Board, and the position of secretary will hereafter be filled by vote of the Board of Directors, who are in nearer touch with the wishes of the more active members, and the needs of the Board in its large annually increasing business.

The movement of wheat to this market on the new crop has been even larger than that of last year, and, since August 1st to date is 11,400,000 bus. or about 1,000,000 bus. more than for the same time last year. Country elevators are said to

be quite full in many localities, and our northwestern farmers seem to be in a great hurry to market their surplus at prices that can scarcely pay much over the cost of production, considering how much of the crop is low grade. Is it not possible that the 'poor granger' himself is, by providence and the use of bad judgment in marketing his crops, more to blame for any of his real or imaginary grievances than the so-called "elevator combines" and "anti-option" opponents?

Our mills have made a heavy run again since my last letter, turning out, the past two weeks, at the rate of 210,000 barrels per week. The demand for flour has been fully equal to the output, and some firms are sold ahead, although millers complain that the market is not as active as usual at this season, and the great volume of the business is for domestic account, and extremely low figures are in some cases accepted. Export trade is light, and this demand is largely for bakers', some of it for shipment as late as January and February, but at quotations not much above those now ruling. Some of the largest mills are sold well up to date on bakers, but they seem to feel a little discouraged as to the prompt sale of future productions of this grade. Red Dog sells well. Quotations are \$3.90@4.30 for first patents; \$3.75@3.90 for second patents, \$2.90@3.10 for fancy and export bakers, \$1.30@1.90 for low grades in bags, including Red Dog. These prices look extremely low when compared with previous years, and with present crop conditions, and would seem to be on a safe basis to stock up with, anticipatory of the falling off of the phenomenal movement of the wheat crop, which must occur before many weeks elapse.

G. W. S.

MINNEAPOLIS, Oct. 8, 1892.

## LONDON.

THE trade during the past month has continued very bad, and with liberal arrivals of both wheat and flour and an absence of speculation holders have had to meet buyers in order to do business. However, September has enabled farmers to do harvest, although there were some irritating interruptions and all over the country is heard complaints of the crop being out of condition and generally poor in quality. The *Miller*, in to-day's issue, in estimating the approximate total quantity of wheat and flour in stock in the United Kingdom on the 1st of October last, excluding cargoes off coast, states that:

"The quantity of wheat in granary has been slightly augmented

since 1st of September. Although the increase does not exceed 122,000 qrs., it is so far serious that it is added to accumulations already a good deal above the average. The quantity of wheat in farmers' hands is estimated at 8,228,010 qrs., against 8,577,497 qrs., on 1st October, 1891. The quantity of flour in granary as well as in mills and bakeries shows no appreciable change. The total holdings of flour are equivalent to 3,495,515 qrs. of wheat. Between now and another harvest we shall absolutely require 9,338,497 qrs. of foreign breadstuffs to be imported, or, allowing for a floating reserve of three millions, we shall require 12,338,497 qrs."

From the above figures it will be seen that the price outlook is not encouraging. English wheat to-day was sold at from 26s to 29s per 504 lbs., but for Colonial and Foreign wheats the market was very quiet in tone and progress in business was difficult, with quotations unchanged. Red Winter American 30s bid, 30s 6d wanted but no buyers at the price. No. 2 Chicago 32s; No. 1 Northern 32s 6d. Wheat arrivals from New Zealand continue liberal, and in order to make progress, especially with the out-of-condition parcels, factors have to meet buyers in price, so that long-berried cannot be quoted above 28s. to 31s., and short-berried, 26s. to 30s. per 496 lbs., bulked ex granary.

The flour trade is in a very bad way. London Town householders made from 24s. to 25s. Town Whites 27s. and Seconds 22s. per sack of 280 lbs. English Country flour was sold at 21s. to 25s. per sack of 280 lbs.

Of American flour, Iron Dukes ex store made 21s., and c. i. f. to arrive 20s. The following were the quotations (for "quantity") of some of the principal marks (ex store):

MILWAUKEE FLOUR.	
Fairfield patent.....	25s 6d
Stern's patent.....	25s
do bakers'.....	24s
Mauigold patent.....	25s
do bakers'.....	24s
Daley Mills Tip Top.....	25s
do bakers'.....	24s
Sunshine patent.....	25s
Sanderson's best.....	24s
do Lac-la-Belle.....	24s
do Arcade.....	24s
AMERICAN (C. I. F.).	
Iron Dukes.....	24s
Washburn No. 1.....	24s
do Gold Medal.....	25s 6d
Christian's superlative.....	25s 3d
do extras.....	25s 3d
Sanderson's best.....	24s
do Arcade.....	25s 6d
St. Louis Anita.....	25s
Beaver Dam.....	24s
White Silk do.....	25s
Fernleaf.....	24s 6d
LOW GRADE AMERICAN (EX STORE).	
DC.....	16s
LG.....	15s
Nuez.....	13s
Sunbeam.....	14s 6d
Starlight.....	13s
LOW GRADE AMERICAN (C. I. F.).	
Minnesota S. Wheat Verona.....	13s 6d
Hastings.....	14s 6d
Duluth.....	13s
Starlight.....	12s
Adrian.....	12s
Sunlight.....	12s 6d
Polo.....	13s

Leaving such a low list of prices the fact must be noticed that the Small Holdings Act came into force on Saturday last, the first of October, and the County Councils throughout England must now appoint a committee to consider whether the circumstances of the county

justify the Council in putting the act into operation. Thus, a County Council may act on its own initiative; but it is further provided that any one or more county electors may present a petition to the Council, alleging that there is a demand for small holdings in the county, and then the committee will be bound to inquire into the subject, and to report the result to the Council. A County Council may acquire land by purchase to sell in small holdings of more than one acre, and not more than 50 acres each, or to let in holdings up to 15 acres or 15l. valuation, but has no power of compulsory purchase or hire. Moreover, the authority is not entitled to acquire land under any such conditions as will, in the opinion of the authority, involve a loss to the ratepayers, and must not incur liabilities in any one year which are likely to exceed the amount produced by a county rate of a penny in the pound. Under certain circumstances, a County Council may hire land to let in small holdings. Powers are also given for expenditure on the division, fencing, and improvement of land acquired, and on buildings, roads, drainage, and water supply.

There are two large merchant mills at Copenhagen which have been anything but prosperous of late. The Copenhagen Steam Mills Company which also owns a flour mill at Malmo in Sweden, is said to have made a loss of £2,559 during the last fiscal year. The mill in 1891 turned out a total of 17,350,559 kilogrammes (the kilogramme is 3.15 lbs.), being 13,034,832 kilos. of ground wheat and 4,315,727 kilos. of ground rye products. A little better result has fallen to the lot of the United Steam Mills, which made a small net profit of £20, a sum insufficient to afford a dividend.

A Hull newspaper of last week contained a letter from an indignant correspondent who wants to know what the Hull Corporation can be about to allow the Clarence Mills with its water side silo house in the occupation and worked by Mr. Joseph Rank, to fill the air of Hull with dust. The pulverulent particles do not apparently escape from a stove room but are shaken out of the heavy loads of foreign wheat that are constantly being received by the mill. In the words of the correspondent, "lighters laden with grain are unloaded by means of patent elevators, and the dust is sent broadcast. It is enough to blind anyone who is passing, to say nothing of spoiling one's suit of black, or, even more, the delicate attire of ladies and young children. Dust is everywhere to be seen; it settles on the various river craft moored

in the vicinity at least a thousand yards distant, and it is woe to the keel or lighter that has just been newly painted or had its covers tarred. Methinks I can hear their respective owners ejaculating words the reverse of praises, and altogether in a mood that can better be imagined than described."

"Who can tell but that the microbes of disease might be sent forth in these vast columns of dust, coming as it (sic) does from foreign countries?"

It should be mentioned that the ship elevators in question have a capacity of 50 tons per hour. By the bye how is it that the American millers did not instruct their agents here to move "heaven and earth" to prevent their customers in England from catching the cholera and dying through eating foreign flour shipped from Hamburg. Flour is such an article to absorb odors etc. Such an action would have raised the price of flour for a time and allowed the heavy stocks of American flour now in this country to be drawn upon. But the chance is gone!

On Saturday last, in the early morning, a very serious and extraordinary accident occurred at the extensive flour mills at Swansea which have recently been erected by Mr. Henry Simon for Messrs. Weaver & Co., Limited. The mill has been running only a short while and was to have been officially opened by Lady Vivian within the next few days. The fly wheel of the engine from which the whole of the machinery of the mill, fortunately, is situated at the bottom of the block of buildings immediately below that portion which is used for storing and drying the wheat, for soon after midnight on Friday last, the residents in the neighborhood were alarmed by a terrific report and by the sound of the fire alarm followed by a crash as of a falling building. There was at once a rush for the mills, when it was discovered that the fly wheel which was going at the rate of 60 revolutions a minute had burst and the engine was shattered. Parts of the fly wheel tore through the massive fire proof floor of the drying room above, then went through the second floor to the third and through another to the very top of the roof where one spoke of the wheel weighing half a ton lodged. Fortunately very few people were about and no one was injured. Had the accident occurred in the day time, there would have been a loss of life. The mills will now be idle for about a month.

The Austro-Hungarian Vice-consul at Nissa, or Nisch, in Servia, refers with complacency to the practical monopoly enjoyed in Servia by Austrian machinery, and observe "that

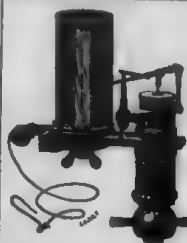
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51 John Street, 16 N. Canal St.

for milling plants and machines the Servian only sends orders to Austria." Why, I should like to know, do not the American milling engineers have a "shot" at the trade that is to be had in that part of Europe. The Portuguese Government has authorized the importation of large quantities of wheat during the next nine months. No doubt American wheat exporters will look to this.

London, Oct. 3, 1892. X. Y. Z.

## RECENT MILLING PATENTS.

The following list of patents for Milling and Grain Handling Appliances, granted during September 1892, is specially reported for the UNITED STATES MILLER, by W. G. Underwood, Patent Attorney and Solicitor, No. 107 Wisconsin St., Milwaukee, Wis., who will send a copy of any patent named, to any address, for 25 cents.

No. 481,928—Freight and Grain Car, J. F. Butz, Fort Worth, Texas.

No. 482,068—Process of and Apparatus for Treating Wheat, C. O. Webb, Longmont, Colo.

No. 482,418—Means for Operating Safety Cut-Offs for Grain Elevators, W. G. Cogswell, Duluth, Minn.

No. 482,419—Automatic Feeder for Roller Mills, J. L. Willford, Minneapolis, Minn.

No. 482,941—Bucket Elevator, J. Cavanaugh, Philadelphia, Pa.

No. 483,011—Grain Dump, J. F. Peterson, Worthington, Minn.

No. 483,238—Conveyor, T. L. Marvel, Taunton, Mass.

No. 483,475—Continuous Trough Conveyor, J. Pollock, Wilkes Barre, Pa.

No. 483,417—Oscillating Grain-Meter, H. H. Boenker, St. Charles, Mo.

No. 483,504—Millstone and Method of Making the same, T. L. Sturtevant, Framington, and W. H. Ellis, Boston, Mass.

No. 483,179—Art of making Composite Mill-stones, T. L. Sturtevant, Framington, Mass.



## THE NICARAGUA CANAL.

THE committee appointed by the National Nicaragua Canal Convention at its meeting in St. Louis, June 2d and 3d, to prepare an address to the American people giving information as to the feasibility of the Nicaragua canal and its commercial and other advantages to the United States, has just finished the preparation of such address. The committee is composed of John S. Jones, of Arkansas; ex-Congressman Converse, of Ohio; R. W. Millisap, the prominent banker of Mississippi; Capt. J. F. Merry, of Manchester, Iowa; S. H. Hawkins, the railroad president, of Georgia; Capt. Ambrose Snow, president of the New York Board of Trade and Transportation, and ex-Gov. John S. Pillsbury, of Minnesota.

The address is supplementary to the resolutions adopted by the St. Louis Convention, which pointed out the advantages of the canal and urged its construction, ownership and control by the American people rather than the English, French or any other nation. It takes the position that a canal, joining the Atlantic and Pacific oceans, should be constructed for the most important commercial, strategic and patriotic reasons, and says that the subject of such a canal is the most vital connected with the welfare, growth and prosperity of the United States. It declares that the only feasible route for such a canal is by way of Nicaragua, and points out that the conventions of the two great political parties have endorsed the project.

It appears that all the engineers have agreed in expressing a decided preference for the Nicaragua route, because, among other reasons, only 263 miles of the entire distance of 169½ miles from the Atlantic to the Pacific ocean through Nicaragua will have to be excavated. The other 142¾ miles consist of Lake Nicaragua, the San Juan river and depressions in the surface of the earth. Lake Nicaragua will constitute a harbor sufficient to accommodate the navies and commerce of the world. It is 110 miles long, 60 miles wide and is 250 feet at its deepest points. Vessels entering the canal from the Atlantic ocean will sail on a level with the ocean for 12¾ miles, at the end of which they will be raised by three locks to the level of the lake. They will sail along the San Juan river and the lake on the lake level to a point within three and one-half miles of the Pacific ocean. Here they will be lowered by the locks to the level of the Pacific ocean.

The committee says the cost, including the payment of interest during the progress of

the work, will be less than \$100,000,000, and the time required for the completion of the work is within five years. The climate of Nicaragua is healthy, and out of 1,800 northern men employed in constructing a railroad through a swamp only two died during a period of four months. Of 200 northern engineers and skilled mechanics who have worked for the canal company for three years not one has died from a disease incident to the country. By the Nicaragua canal the distance saved is shown by this table:

Between	Miles Present Route, via	Miles via Nicaragua canal
N. Y. and San Fran.	Cape Horn, 15,000	4,307
N. Y. and Puget S'nd	Magellan, 13,335	5,665
N. Y. and Hong Kong	Cape C. H., 13,750	10,685
N. Y. and Melbourne	Cape Horn, 13,700	9,992
Lpool and San Fran.	Cape Horn, 15,620	7,627
N. O. and San Fran.	Cape Horn, 16,000	4,147

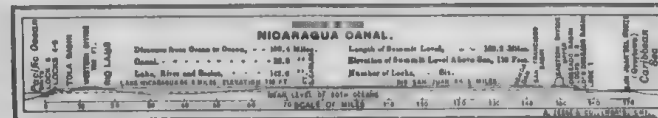
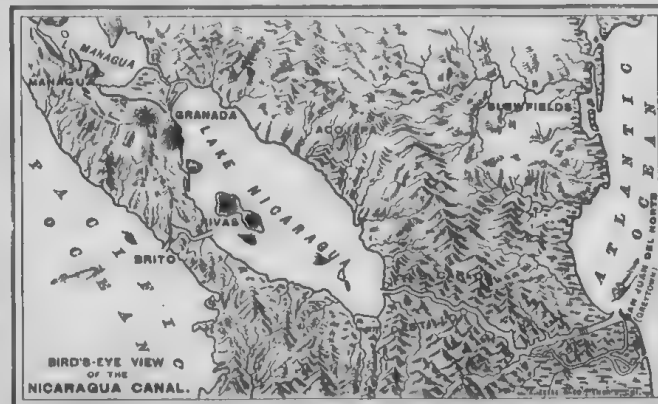
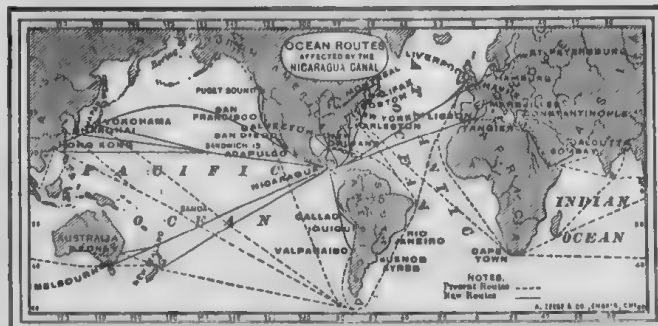
added by cheap water transportation via the Nicaragua Canal. The gross addition to the value would amount to the enormous sum of \$1,000,000,000, even at this low estimate of \$2 additional. The fruit industry of California would quadruple in two years from the opening of the canal for business and fast refrigerator steamers would deliver fruit from California to New York in ten days, and to New Orleans in eight days. The mountains of the Pacific coast are rich in lead, copper, silver and gold, while the plateaux and valleys afford a cereal belt with a soil more durable, and more favorable seasons for seeding and harvesting than any part of the world, and the committee thinks the completion of the Nicaragua Canal is only needed to develop that country to pro-

from New Orleans to New York and then by rail to Vancouver and steamship to Japan.

At present the coal trade of South America and the Pacific coast is monopolized by the English. The committee thinks that if the Nicaragua Canal were opened the Alabama and West Virginia coal would have a decided advantage over English competitors, not to mention the enormous amounts of coal the canal company itself would use. At the entrance of the Suez canal last year 1,500,000 tons of coal were sold. In competition with England for Pacific ocean trade the Nicaragua canal would give American commerce an advantage of 2,700 miles, while besides the specific benefits, the committee thinks great general benefits will accrue to the entire Mississippi Valley, the lake ports, and the Atlantic coast. Ship building and the shipping interests in New England will receive a new impetus. A new coasting trade will spring up and American tonnage on the high seas will largely increase.

The committee says that great trans-Atlantic powers are looking with covetous eyes toward the Nicaragua project and that foreign governments would very cheerfully and eagerly embrace an opportunity to take advantage of the enterprise with unlimited capital and prompt energy, but it conceives it to be the patriotic and political privilege of the United States to complete the canal. The commercial and naval supremacy of the nation which might secure control of the canal demands imperatively that its control should not pass away from the people of the United States. It is made plain that two fleets would be required to block an American fleet in Nicaragua where one would be necessary elsewhere. As a foothold from which to attack or defend, to threaten or protect all the coasts, islands and adjacent seas, it is a more commanding power than Gibraltar.

Among the beneficial results foreseen are a more practical drawing together of the remote parts of the vast domain of the world and a firmer cohesion of the widely-separated sections of the United States, added to a stronger feeling of neighborhood and community between the Atlantic and Pacific seaboards. The consummation of the work, whose feasibility has already been demonstrated, is asserted to be of far greater importance to the Western hemisphere than the Suez canal is to the Eastern. It is said that no precedent can be cited upon which to predict the future of American commerce when the gateway of the Inter-Oceanic Canal across Nicaragua shall be open to it.



The wheat crop of the Pacific coast in 1891 was over 1,800,000 tons and eighty per cent of the wheat was exported by sailing vessels and a large proportion of it passed around the Horn. The Nicaragua Canal by shortening the route to Atlantic ports would not only save the producer cost of freight but the revenue of the canal at \$2 per ton toll would be nearly \$3,000,000 on wheat alone. It is shown that there are 500,000,000 thousand feet of merchantable timber in Washington and Oregon to the value of which over \$2 per thousand feet would be

duction of gigantic proportions and double the population of the Pacific Coast in a few years. The cotton growing sections of the gulf states have undergone a depression, and the committee believes that nothing could be of greater immediate advantage than the canal in relieving that depression, and making a market for American cotton in Japan, China and Corea, where already the people are beginning to manufacture cotton goods by machinery. Japan imported over 7,000,000 pounds of American cotton in 1891, most of which was shipped

All surveys and examination of strata requiring removal have been completed. The jetty has been constructed and the harbor of Greytown has been restored so that vessels of 14-foot draft have an easy entrance. Extensive wharves, landing places and permanent buildings have been constructed, temporary camps erected, a telegraph line made, the canal cleared of timber for twenty miles, and a railroad twelve miles in length constructed and equipped. The biggest dredging plant in America, that formerly used at Panama, has been purchased, and over a mile of the canal has been dredged. The exclusive franchise for the steam navigation of the San Juan river and Lake Nicaragua and an extensive plant for the Navigation Company have been acquired. The government of Nicaragua has acknowledged that the company has complied with the canal grant, which provided that \$2,000,000 must be expended the first year. It is shown that the amount of money spent to date on the enterprise is over \$6,000,000. The enterprise is endorsed by the leading business men of the country, and that it will be judiciously and economically managed is assured by the character of the board of directors, who, by the charter of the company, are accountable to the government of the United States. The Secretary of the Interior has the power to make public all the details of the corporate management, thus protecting the investor against misuse of his money.

The Suez Canal, it is shown, saves only 3,600 miles around the Cape of Good Hope, as against over 10,000 miles saved by the Nicaragua Canal; and the following table shows the number of ships passing through, the net tonnage and the gross receipts of the Suez Canal for six separate years:

Year.	No. Ships.	Net Tonnage.	Gross Rec'ts (Francs).
1870	498	439,400	4,345,758
1875	1,494	2,039,984	20,490,750
1880	2,026	3,057,421	30,492,620
1885	3,024	6,233,752	60,057,250
1890	3,280	6,953,637	68,987,500
1891	4,206	8,009,020	83,421,504

The tonnage tributary now to the Nicaragua Canal, and which would pass through after its opening, is over 6,000,000 tons a year. At \$2 per ton, the charge made by the Suez Canal, this would be \$12,000,000 in tolls. The cost of operation and maintenance is placed at less than \$1,000,000, and 6,000,000 tons would show a net income of \$11,000,000 per annum. The committee is confident that within five years the income will be over \$20,000,000.

The committee says it is no longer a question whether the canal will be built or not. The only question is as to who shall build it, and who shall control

it when built? It says it has been informed that European syndicates have already made overtures to the canal company, but the committee believes the United States cannot afford by carelessness, hesitation or neglect to permit an enterprise of such magnitude and of such far reaching advantage to pass under the control of any foreign company. "It therefore behooves us," the address concludes, "as a nation conscious of the power we wield and of the greater influence we may exert upon the destinies of this continent, to perform the duties without delay which we deny other nations the privilege of assuming, and to adopt now the best means of securing the early completion of this work, whose advantages we are willing to share with the world but whose control should never be allowed to pass out of our hands."

#### MAMMOTH FLOURING MILL.

The Noel Mill Company's Great Plant at Estill Springs. An Immense Concern Supplied With all of the Latest Improved Appointments.

WHEN the Noel Mill Company's mammoth mill, now being built at Estill Springs, is completed, the South will be the proud possessor of the largest winter wheat flouring mill in America, with a daily capacity of 2,500 barrels.

The company's property, consisting of sixty-six acres of land, is situated directly upon the main line of the Nashville, Chattanooga & St. Louis Railway, 78 miles southeast of Nashville, and in one of the most prolific wheat growing sections in the great Middle Tennessee basin, and tapped by the main line of the above railroad, the Sparta and Shelbyville branches and the Duck River Road to Columbus, and all these lead directly to the mill, so that it becomes the natural market of all the wheat raised in that large territory, and will thus prove a great boon to every wheat grower in Eastern Middle Tennessee. The motive power for the mill is water and is derived from the beautiful Elk River, which, being formed by large mountain springs, is little subject to change. The power, ample and constant, is a natural development, as the river at that point makes a bend of several miles, returning within 200 feet of its upper course and having a natural fall of 12 feet and 6 inches across this narrow peninsula, through which a canal 46 feet in depth and 40 feet in width has been cut through stone. A magnificent dimension stone dam 12 feet in height and 300 feet in length has been built across the river just below the upper end of the canal,

thus giving a fall of 24 feet 6 inches through a canal but 200 feet in length. The nature of the power is such that floods cannot interfere with the operations of the mill.

Over the canal there is a cut-stone skew arch bridge on one side of the mill and an iron girder bridge on the other side for the side-tracks. The buildings all stand on an eminence fifty feet above the river, while the opposite bank is but twenty-three feet above the water. The mill building is 155 feet long by fifty-four feet wide and six stories (125 feet) high. Connected with the mill building on the east end is a warehouse three stories high, 200 feet in length by fifty-four feet in width. Both of these are built of brick, laid in cement, and are built upon foundations of dimension stone from the celebrated Newsom quarries, near Nashville, and these are all laid upon bed-rock. The stone-work is without doubt unsurpassed by anything of the kind, and with the character of the brick-work, the whole looks as though it would stand forever. Massive is the only word that expresses it. The elevator, situated on the west end of the mill building and adjoining it, has a capacity of 510,000 bushels, containing eighty-five bins. This is, of course, built of lamina wooden walls, covered with sheet iron, as are all modern elevators. The elevator has a length of 189 feet and a width of fifty-four feet, and the cornice is 125 feet above the railroad tracks. These three buildings are built solidly end to end, one against the other, and have a total length of 542 feet, and the whole goes to make the most elaborate mill plant in America.

On the roof of the mill building is a tank, holding 5,000 gallons of water, to which are attached 1,850 automatic sprinklers that will throw water automatically upon any portion of the buildings at any time, day or night, should a fire occur, and at the same time rings gongs on every floor of the mill, thus giving an alarm the moment a fire takes place. The buildings are supplied with standpipes throughout, with 200 feet of hose on every floor, so that protection is as near perfect as human ingenuity can make it, all of which the insurance companies consider in their ratings. There are side-tracks on either side of the buildings, extending their entire length and thirty cars can be loaded and unloaded at one time without a switch being made, a thing that all shippers can appreciate and which means a saving every year of thousands of dollars. These tracks are the property of the mill company, and lead to the upper end into a storage

track, where 100 cars can be stored at one time, without inconvenience to the mill. The mill machinery is being built by the Edward P. Allis Company, of Milwaukee, Wis., and they have contracted to build a mill that will make a higher grade of flour and a better percentage of yield than any mill in the country. Any quantity of barrel material can be purchased in the vicinity of the mill, and the company have erected a large cooperage building, 100x30 feet, and will make their own barrels at a large saving to the mill. The grounds have been platted, and about forty cottages are being built, fifteen of which are already completed. Convenience and appearance have been well studied and the effect is good. The scenic effect of lake cottages and the grand plant, towering high, is a thing of wonderful beauty and strength. Dr. Noel has advanced the work remarkably, considering the delays by unprecedented number of rainy days and the iron strike, rendering it impossible to get certain necessary structural iron. A force has been worked on it at night since soon after starting.

The railroads have given the company every advantage in point of rates etc., possessed by flour mills in the most favored localities. The co-operative feature, enabling the mill to dispose of its product to its stockholders is a great saving, and will result in a special advantage to their Southern merchant stockholders. This is a wise business policy, giving continued patronage and success to the institution. And with such advantages added to cheaper local wheat, cheaper cooperage, no fuel, no city, county or water taxes, cheaper insurance and cheaper labor than any steam mill can ever have, the Noel Mill Company bids fair to possess a most profitable piece of mill property. —Nashville Banner.

#### A CHAIN OF TRANSFER ELEVATORS.

A NEW plan of mammoth proportions is about to be put into execution in connection with Kansas City's grain and shipping interests. The National Grain Transfer and Weighing Company has been organized under the laws of Illinois with a capital of a half million dollars for the purpose of building and operating a chain of transfer elevators from the grain sections of the country to the Eastern seaboard.

Kansas City is to be the Western terminus, Joliet, Ill., the central point, and Buffalo, N. Y., the Eastern end, where the last change will be made for the seaboard. This is intended to drain about all the



grain producing region of the United States. Smaller chains will be extended north and south from this great eastern and western chain as business demands.

The plans for the great enterprise are now fully matured. The company's organization is as follows: President, Horace Tucker, late general freight agent of the Illinois Central railroad; secretary, H. J. Coon, of H. J. Coon & Co.; treasurer, Edward S. Richards, late of E. S. & C. W. Richards.

Two transfer elevators will be constructed at Buffalo, N. Y., one at Joliet, and two at Kansas City. The daily capacity of the elevators will be 320 cars each, making a capacity at Buffalo of 640 cars, Joliet 320 cars and Kansas City 640 cars. For the present only one elevator will be built at Kansas City and the other one will follow later. Each of the elevators will cost \$30,000 and their locations will make the purchase of much adjoining land for side tracks necessary.

The first elevator at Kansas City will be built at Rosedale in the yards of the Kansas City, Fort Scott & Memphis road. This will transfer grain to the South as well as to the East, and will probably make another chain of elevators necessary from Kansas City to the gulf, with stations at Memphis and other Southern cities.

Work on this elevator will begin within sixty days and will be pushed rapidly. The other elevator will be built in the Union Pacific yards, but work may not be started on it for some time.

These transfer elevators will not have a cubic foot of storage capacity. They are intended simply to transfer grain from the cars of one company to the cars of another, so that a Western road may not be obliged to send its rolling stock across the continent, possibly to be used for hauling coal, wood, hides or any other stuff by another road, as is now the custom. Under the new arrangement Western roads may bring their grain cars to Kansas City, transfer the load and have the cars back in their territory again in a short time.

By using this chain better weights will also result. The machine to be used in the elevators is a new invention. A full car is on one side of the elevator and an empty one on the other. Through a chute the grain goes to the cellar where machinery hoists it to the top. It falls over into a large hopper and from there into the waiting empty car. It takes less than five minutes to do the whole job and when it is ended the loaded car of the Eastern road goes east to its territory, while the emptied car

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Patent Cylinder Gate.  
Easy working.  
Positively no leakage.  
Shipped in  
30 days' trial.

More power with  
less water than  
any other wheel  
in the world.

MANUFACTURED BY

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SHEBOYGAN FALLS, WIS.

For special figures mention this paper.

of the Western road goes back to the country to be filled again.

Connected with the transfer is a weighing machine, and the company running the elevators guarantees the weight of its first elevator to be the weight at the seaboard, so that instead of waiting three or four weeks to get returns on his car, the shipper waits only three or four days till the car reaches the first transfer elevator.

The new way of transferring saves shrinkage. Under the present system of transferring by hand, shoveling from one car to the other, there is a shrinkage of from 300 to 1,000 pounds on the car. In the new system the shrinkage does not exceed one-tenth of 1 per cent or about thirty pounds to the car.

Also connected with the elevator hoppers is a spout for sacking. Kansas City is a great sacking center, especially for southern points. There are about forty sacking gangs of four men each at work in the city and each gang requires a team and wagon to haul around portable scales from one car to another in the yards. A man stands at the spout extending from the elevator hopper and sacks the grain as it comes down. It is passed on to the next men for tying and soon it is placed in the waiting car. A car of grain may be transferred and sacked by this process in fifteen minutes.—*Kansas City Star.*

SEND for a copy of Cawker's American Flour Mill and Grain Directory for 1892-3.

## FOR SALE OR FOR RENT.

**FOR SALE**—The Sheboygan Roller Mills (Flouring and Land Plaster) are offered for sale. These are the only flouring mills at Sheboygan, Wis.; population 30,000. The flour mill is a brick building, with excellent machinery and steam power, and plaster mill adjoining. Five lots with docks and first-class location, with railroad tracks. Sale is necessary by reason of death of former proprietor, William Elwell, and with perfect title. Price \$25,000. Apply to SEAMAN & WILLIAMS, 6-8t Sheboygan, Wis.

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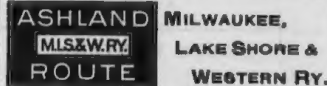
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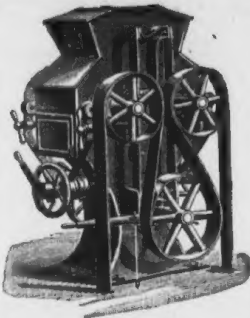
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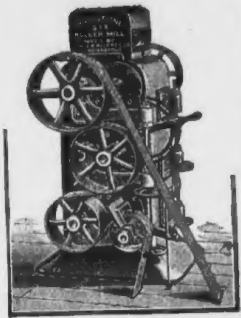
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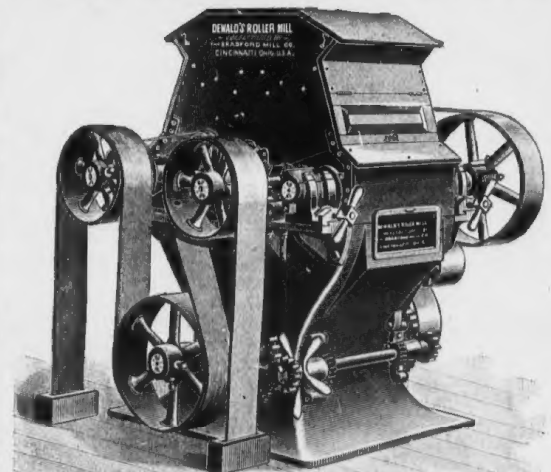
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